The Hong Kong Daily Press.

No 5024 號四廿二零千八第 日六初月八年未癸緒光 HONGKONG, THURSDAY, SEPTEMBER 6TH, 1883. 四拜禮 號六月九英港香 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

September 5, DON JUAN, Spanish str., 654, José Marquez, Amoy 4th September, General.—BRANDAO & Co.

September 5, YANGTSZE, British steamer, 734, D. Casson, Canton 5th September, General.—SIEMSSEN & Co.

September 5, FU-YEW, Chinese steamer, 920, Croad, Canton 5th September, General.—C. M. S. N. Co.

September 5, LEE-YUEN, Chinese str., 734, Barfoot, Canton 5th Sept., General.—C. M. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

SEPTEMBER 5TH.

P. C. Chom Klao, British str., for Swatow.
Lee-yuen, Chinese str., for Swatow.
Glenlyon, British str., for Singapore.
Glenelg, British str., for Singapore.
Saltee, French str., for Hoihow.
Jorge Juan, British str., for Amoy.
Yangtsze, British str., for Ningpo.

DEPARTURES.

September 5, CHEANG HOCK KIAN, British steamer, for Swatow.

September 5, ELECTRA, German steamer, for Nagasaki.

September 5, ESMERALDA, British str., for Manila.

September 5, LOONG WHA, British sch., for Tientsin.

September 5, JORGE JUAN, British str., for Amoy.

September 5, YANGTSZE, British steamer, for Ningpo.

PASSENGERS.

ARRIVED.

Per *Don Juan*, str., from Amoy.—135 Chinese.

DEPARTED.

Per *Esmeralda*, str., for Manila.—6 Chinese.

REPORTS.

The Spanish steamer *Don Juan* reports left Amoy on the 4th inst., and had fine weather.

FOOCHOW SHIPPING.

August— ARRIVALS.
23, Cockchafer, British g-bt., from H'kong.
25, Kwangtung, British str., from H'kong.
25, Mozart, German brig, from Newchwang.
28, Teucer, British str., from Shanghai.
28, Hae-shin, Chinese str., from Shanghai.
29, Volta, French corv., from Amoy.

August— DEPARTURES.
23, Hedvig, British bark, for Tientsin.
24, Namoa, British str., for Hongkong.
25, Taku, British str., for Shanghai.
26, Benledi, British str., for London.
28, Kwangtung, British str., for Hongkong.
28, Doretta, Siamese brig, for Amoy.
28, Emily, British brig, for Tientsin.
29, Teucer, British str., for London.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Per last Mail's Advice).

Sarpedon (s.)	Shanghai	July 23
Mirzapore (s.)	Shanghai	July 24
Gleneagles (s.)	Foochow	July 26

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

Maria	Cardiff	Mar. 8
Brambletye	Penarth	April 19
Archos	Sunderland	April 25
Charles Bal	London	May 5
Silver Eagle	London	May 8
Gustav & Oscar	Penarth	June 1
Melbreck	Cardiff	June 7
Sachem	Cardiff	June 12
Comet	Penarth	June 23
Elizabeth	Penarth	July 1
H.M.S. Merlin	Plymouth	July 7
Jupiter	Cardiff	July 13
Cardiganshire (s.)	N'castle via London	July 17
Okeia	Hamburg	July 12
Laertes (s.)	London	July 22
H.I.G.M.S. Stein	Plymouth	July 24
Antenor (s.)	Liverpool	July 25

NOTICE.

THE Undersigned has all kinds of HOUSE and SHIP COAL for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to
HING LEE, 37, Tung Man Lane.
Hongkong, 4th March 1882. [664

T. ALGAR AND COMPANY, HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED.
6, QUEEN'S ROAD EAST. [24

NOTICE.

BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.

Bookbinding in every Style by Competent Workmen on the Premises.
Music bound in Elegant Bindings.
Commercial Binding of every Size and Description, and Account Books ruled to any Pattern.
QUALITY OF MATERIALS AND WORKMANSHIP GUARANTEED.
"DAILY PRESS" OFFICE,
HONGKONG.

ESTABLISHED IN 1852.

L. P. FISHER'S NEWSPAPER ADVERTISING AGENCY,
ROOMS 20 AND 21, MERCHANTS' EXCHANGE,
CALIFORNIA STREET, S.F.

N.B.—ADVERTISING SOLICITED for all Newspapers published on the Pacific Coast, the Sandwich Islands, Polynesia, Mexican Ports, Panama, Valparaiso, Japan, China, New Zealand, the Australian Colonies, the Eastern States, and Europe. Files of nearly every Newspaper published on the Pacific Coast are kept constantly on hand, and all Advertisers are allowed free access to them during business hours.

The "HONGKONG DAILY PRESS" is kept on file at the Office of L. P. FISHER, who is authorised to receive Advertisements.

"JAPAN GAZETTE,"
YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.
Hongkong Daily Press Office,
Hongkong, 23rd May, 1877.

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

Particular attention is given at this Establishment to COMMERCIAL and GENERAL JOB PRINTING, every description of which is executed
IN THE BEST STYLE
and at
SUCH PRICES
as will bear
FAVOURABLE COMPARISON
with
ANY IN THE EAST.
"DAILY PRESS" OFFICE,
HONGKONG.

INTIMATIONS.

THE NORTH-CHINA INSURANCE COMPANY, LIMITED.

Incorporated with Limited Liability under the Companies Acts 1862 to 1880, whereby the liability of Shareholders is limited to the amount of their Shares.

ABRIDGED PROSPECTUS.

SUBSCRIBED CAPITAL—£1,000,000 Sterling, Equivalent, at Exchange Five Shillings per Tael, or Taels 4,000,000 Shanghai Currency, In 5,000 Shares of £200, or Taels 800 each.
PAID-UP CAPITAL—£250,000 Sterling, or Taels 1,000,000. Equal to £50 or Taels 200 per Share.

HEAD OFFICE OF THE COMPANY, SHANGHAI.

DIRECTORS OF THE COMPANY:
F. H. BELL, Esq. (Messrs. Adamson, Bell & Co.)
DAVID BRAND, Esq. (Messrs. Brand, Bros. & Co.)
J. A. HAWES, Esq. (Messrs. Evans, Pugh & Co.)
H. R. HEARN, Esq. (Messrs. Alfred Dent & Co.)
E. H. LAVERS, Esq. (Messrs. Lavers & Co.)
A. C. WESTALL, Esq. (Messrs. Carter & Co.)
A. G. WOOD, Esq. (Messrs. Gibb, Livingston & Co.)
Secretary.—J. KENNARD DAVIS, Esq.

BRANCHES:
LONDON (25, Cornhill, E.C.), HONGKONG, YOKOHAMA.
AGENCIES:
At all the principal Eastern and Australian Ports.
BANKERS:
THE HONGKONG & SHANGHAI BANKING CORPORATION.

THE Company is formed for the purpose of purchasing or otherwise acquiring and undertaking the assets, property, and business of the Company or Co-partnership at present known as the "NORTH-CHINA INSURANCE COMPANY," and having its Head Office at Shanghai, China.

The annual net profits of the Company will be divided as follows:—

1.—In payment of Interest on the Paid-up Capital at the rate of 10 per cent per annum, to be a first charge on the profits until such time as the Reserve Fund has reached £62,500 (or Taels 250,000), after which the interest to be increased to 12 per cent.

2.—In payment of a Bonus to Shareholders in proportion to the net Premiums contributed by them respectively during each year.

3.—In the establishment and maintenance of a permanent Reserve Fund of £125,000 (or Taels 500,000,) to be formed by yearly appropriations as may be determined by the shareholders, after providing for the payment of interest as above, and a return to contributing shareholders of not less than 20 per cent on their net premiums.

The Reserve Fund will be invested separately from the general funds of the Company, and the interest accruing thereon will be distributed from time to time amongst the shareholders in proportion to the amount of Capital paid up on the Shares held by them.

A Revision of the Share List will take place at or towards the end of every three years, and for this purpose power will be given to the Directors by the Articles of Association to cancel, withdraw, or call in at those periods all or any of the shares held by shareholders who have not contributed Premiums, or whose contributions during the preceding three years shall in the opinion of the Directors have been insufficient, or whose holdings it may for other reasons be deemed advisable to terminate or reduce.

Shareholders retiring from the Company in pursuance of the above regulation will receive at least three months' notice of the intention of the Directors to cancel, withdraw, or call in all or any of their shares, and unless in the meantime they shall have sold the said share or shares to some person approved by the Directors and accepted as the transferee, they shall on the expiry of such notice, surrender their scrip certificates for cancellation, and will thereupon become entitled (so far as the financial position of the Company will admit) to a return of the capital paid up on the said share or shares, and to a proportionate share for the current year in the Reserve Fund, profits, dividends, and other benefits of and in the Company (if any) when the same shall become payable.

The "NORTH-CHINA INSURANCE COMPANY" will be wound up as from 31st December, 1883, and the "NORTH-CHINA INSURANCE COMPANY, LIMITED," will commence on 1st January, 1884. There will thus be no cessation of operations whatever, and the business will be taken over as that of a going concern.

A preferential allotment of shares in the Company will be offered to Shareholders in the "NORTH-CHINA INSURANCE COMPANY" registered as such on 31st December, 1883, in the proportion of five shares for each one held by them. Any shares not so allotted, together with such shares as are equivalent in the proportion of five to one to the Shares in the NORTH-CHINA INSURANCE COMPANY about to be called in on the Revision of the Shares List of that Company, which takes place this year in accordance with the Deed of Settlement thereof, will be available for allotment by the Directors of the "NORTH-CHINA INSURANCE COMPANY, LIMITED."

Applications for shares from firms or individuals desirous of obtaining an interest in the Company *whether shareholders in the* "NORTH-CHINA INSURANCE COMPANY" *or not*, should be in the form subjoined, and addressed to the Head Office direct or through the Branches and Agencies of the "NORTH-CHINA INSURANCE COMPANY," and will be received in Shanghai and London until 30th September, 1883.

Prospectuses and forms of application for Shares may be obtained at the Head Office, and at the Branches and Agencies of the Company.

Copies of the Agreement entered into between the "NORTH-CHINA INSURANCE COMPANY," and the "NORTH-CHINA INSURANCE COMPANY, LIMITED," also the Memorandum of Association and the Articles of Association, will be open for inspection at the Head Office of the Company.

Shanghai, 25th May, 1883.

FORM OF APPLICATION FOR SHARES.

To the Directors of the
NORTH-CHINA INSURANCE COMPANY, LIMITED.

Gentlemen,
............hereby request that you will allot to..............shares in the above named Company, and.........hereby agree to accept the same or any smaller number that may be allotted to ....upon the terms of the Company's Prospectus, dated the 25th day of May, 1883, and subject to the Articles of Association of the Company, and to pay the first call of £50 or Taels 200 per share, and the balance of £150 or Taels 600 thereon, when required to do so, and ....authorise you to register.........as the holder.........of the said shares.
Name in full.........
Address in full.........
Description.........
Date.........
Signature.........
[1048

A FONG,
PHOTOGRAPHER,
Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased from this Studio or Messrs. KELLY & WALSH'S Store.

IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.

The new PROMENADE PORTRAITS are now taken daily.
STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel. [62

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$5,000,000.	
INSTALMENT, received on NEW SHARES	926,765.62.	
		$5,926,765.62.
RESERVED FUND	$2,500,000.	
INSTALMENTS of PREMIUM received on NEW SHARES	698,336.43.	
		$3,198,336.43.

COURT OF DIRECTORS:—
Chairman—WM. REINERS, Esq.
Deputy Chairman—W. S. YOUNG, Esq.

H. L. Dalrymple, Esq.	A. McIver, Esq.
A. Gültzow, Esq.	F. D. Sassoon, Esq.
Hon. F. B. Johnson.	M. E. Sassoon, Esq.
A. P. McEwen, Esq.	W. H. Forbes, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.,
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 25th August, 1883. [8

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL	£1,500,000.
RESERVE LIABILITY UNDER CHARTER	£1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.

J. MELVILLE MATSON,
Manager.
Hongkong, 1st June, 1882. [9

NOTICES OF FIRMS.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

DURING my absence from Hongkong Mr. ARTHUR SPENCER GARFIT has been appointed Acting Secretary.
By Order,
W. H. RAY,
Secretary.
Hongkong, 3rd September, 1883. [1644

NOTICE.

HAVING taken Mr. JAMES LYON EDWARDS into Partnership with me, from this date my business will be conducted under the style of VAUCHER & EDWARDS.
A. E. VAUCHER.
Hongkong, 1st September, 1883. [1630

NOTICE.

WE Have this day admitted Mr. DE WESTLEY LAYTON as a Partner in our Firm.
BAIN & Co.
Taiwanfoo, 1st September, 1883. [1636

NOTICE.

FROM this date Messrs. RUSSELL & Co will conduct our business at this port, and all communications should be addressed to them. Messrs. RUSSELL & Co. will also act as Agents at this port for our line of Steamers.
GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [1449

NOTICE.

WE have this day transferred to Mr. A. W. BAIN our Agencies at Takow and Taiwanfoo, which will henceforth be conducted by him, on his own account.
J. C. ELLES & Co.
Amoy, 1st July, 1883. [1290

NOTICE.

WITH reference to the above, I have this day established myself at Takow and Taiwanfoo under the style of BAIN & Co.
A. W. BAIN.
Taiwanfoo, Formosa, 1st July, 1883. [1291

NOTICE.

I HAVE established myself at this Port and in Formosa under the style of J. C. ELLES & Co.
Mr. FRANCIS CASS is authorized to sign the Firm.
JAMES C. ELLES.
Amoy, 1st May, 1883. [961

NOW READY.

"CANTONESE MADE EASY: a Book of simple sentences in the Cantonese Dialect with free and literal translations, and directions for the rendering of English Grammatical forms in Chinese and vice versâ."—By J. DYER BALL.

Price.........$2.00.
Interleaved Copies.........$2.50.

Also, by the same AUTHOR,
"Easy Sentences in the Hakka Dialect with a Vocabulary." Price $1.
The above works on Sale at Messrs. KELLY & WALSH'S, W. BREWER'S and LANE CRAWFORD & Co.'s.
Hongkong, 1st September, 1883. [1634

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1882.
PRICE TEN DOLLARS.
Apply at the *Daily Press* Office.
Hongkong, January, 1883.

"LEONHARDI QUELLE."

NATURAL GERMAN SELTZER WATER.
Bottled at the Seltzer-Spring near Gross Karben; in Cases of 8 Dozen Pints, $8.50 per Case.
PUSTAU & Co.—Sole Agents.
Hongkong, 31st January, 1883. [1453

FOR SALE CHEAP.

FIVE Hundred to Six Hundred Tons COKE and COAL TAR in lots to suit from one ton upwards.
CHOY CHEW.
230, Praya West.
Hongkong, 4th April, 1883. [668

FOR SALE.

BEST QUALITY OF
GOLDEN GATE AND WESTERN MILLS FLOUR, lately from San Francisco.
PONGEE SILK of all kinds.
Apply to
KUNG TANG,
of Hee Cheong Ching Hong,
42, Bonham Strand.
Hongkong, 14th July, 1883. [1347

AUCTIONS.

PUBLIC AUCTION

SALE OF JAPANESE PORCELAIN AND ENAMEL WARE, AND CURIOS, &c.

THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 8th September, 1883, at 2 P.M., at his Sales Rooms, Pedder's Wharf,
A FINE SELECTION OF
JAPANESE PORCELAIN WARE AND CURIOS,
Comprising:—
SATSUMA, MIACO, YEDDO, IMARI, SAITAMA and KANGA VASES, BOWLS, DISHES, PLATES, TEA and COFFEE SETS, BRONZE, ORNAMENTS, BRASS ENAMELLED PLATES and VASES, SILK SCREENS.
&c., &c., &c.
Catalogues will be issued.
TERMS OF SALE.—As Customary.
G. R. LAMMERT,
Auctioneer.
Hongkong, 4th September, 1883. [1653

PUBLIC AUCTION OF VALUABLE PROPERTY AT SWATOW.

TO BE SOLD BY PUBLIC AUCTION at SWATOW, on
WEDNESDAY,
the 12th day of September Next, at 4 P.M., unless previously disposed of by private contract, the following:—
VALUABLE PROPERTIES,
on the Kakchio Side of Swatow.

Lot No. 1.—Comprising all that PROPERTY known as "BELLA VISTA" and consisting of a large and Commodious BUNGALOW built of Concrete girded with Iron, with Tile Roof, 80 feet by 50 feet, all Wood Work about the Doors, Windows, Hall, and Dining Room floor of Teakwood. The Rooms being large and well ventilated, consisting of Hall Drawing Room, Dining Room, Pantry and Store Rooms and Four Bedrooms. The Cookhouse, Servants and Gig-Boys Quarters being separated from the building. The Bungalow is situated in extensive Grounds consisting of Flower, Fruits, and Vegetable Gardens and full sized Lawn Tennis Ground, on the same Property is a large and commodious Godown 79 feet by 39 by 16 built of concrete with Tiled Roof. The Godown is well drained. The above Property has a measurement on the Eastern side, running North and South of 265 feet, and on the Western side 263 feet, and has a frontage on the river of 270 feet and on the South boundary 304 feet.

Lot 2 adjoins Lot 1 and consists of a Valuable Piece of PROPERTY lately reclaimed from the foreshore and has a frontage of 220 feet along the River with a total area of 32,696 feet reclaimed, on which are erected three extensive Coal Sheds capable of storing about 4,000 tons of Coal; and a piece of mud flat on the Western side with an area of between 15,000 and 16,000 feet which can be reclaimed from the sea at will. The Owner of the above has the right to reclaim to the deep water of the River.

For Inspection of Plans and further Particulars, apply to
MORRIS & RAY.
Hongkong, 15th August, 1883. [1536

FOR SALE.

FOR SALE.

THE FRENCH BARQUE "SAINT IDEUC," Classed 3/3 L. I. I. in Veritas, 388 Registered Tons, built in 1876.
For Further Particulars, apply to the Captain on board, or to
Messrs. CARLOWITZ & Co.
Hongkong, 5th September, 1883. [1665

FOR SALE.

THAT large Piece of GROUND measuring about 50 mow and known as "Fernsicht," with buildings thereon, situated in Kakat in close vicinity to the business part of Swatow.

The BUILDINGS Comprise Senior and Junior HONG with the usual Outhouses, and are built in a most substantial manner, both being in perfect repair. They stand in beautifully laid out Grounds, shaded by groves of Bamboo, and command a fine view of the bay and shipping.

For Particulars, apply to
Messrs. SIEMSSEN & Co.,
at Hongkong and Shanghai,
or to
Mr. A. REIS at Swatow, Liquidator of Messrs. DIRCKS & Co.
Swatow, 28th August, 1883. [1622

FOR SALE.

THE VALUABLE BUSINESS PREMISES of Messrs. DIRCKS & Co., with Large Substantial Godowns, Offices, and a Dwelling House, with the usual Outhouses, and about 120 feet Water Frontage, situated in the Treaty Port of Swatow, adjoining the Imperial Maritime Customs, and measuring about 35 mow.
For Particulars, apply to
Messrs. SIEMSSEN & Co.,
at Hongkong and Shanghai,
or to
Mr. A. REIS, at Swatow, Liquidator of Messrs. DIRCKS & Co.
Swatow, 28th August, 1883. [1623

FOR SALE

GEORGE GOULET CHAMPAGNE
CARTE D'OR, in Cases of 1 doz. Quarts.
Do. Do. 2 doz. Pints.

We state with pleasure that the brand of GEORGE GOULET & Co. has come up remarkably well during the past year, the quantity imported (7,127 Cases) being the 6th largest out of 30 Brands on the list; we wish this house a continuation of this well deserved prosperity.—(Extract from *Bonfort's Wine and Spirit Circular*, January 10th, 1882.)

JUNG & Co.'s Choice Qualities
HOCK and MOSELLE,
from $5 to $15 per Case of 1 doz. Quarts.

JOHN HOPKINS & Co.—LONDON
"GLENGARRY" OLD SCOTCH WHISKEY,
In Cases of 1 dozen Quarts, $6 per Case.

JOURNU-FRERES Celebrated CLARETS,
CHATEAU BELAIR, CHATEAU SOLLBERG.
PUSTAU & Co.,
Agents.
Hongkong, 3rd October, 1882. [1270

FOR SALE, CHEAP.

A GUNBOAT'S BATTERY of 3 30-POUNDERS DAHLGRENS STEEL RIFLED GUNS (of very long range), and 2 24-POUNDERS BRONZE HOWITZERS, all on carriages, with a quantity of Shot, Shell and Grape Shot. A Powerful STEAM LAUNDRY as good as new with about 5 tons of BAR SOAP; 3 New Gunboat's BOILERS, 20 H.P. each, tested to 180 lbs. to the square inch; 7 VERTICAL BOILERS, from 5 to 12 H.P.; 7 ENGINES, from 5 to 12 H.P.; 1 new CENTRIFUGAL PUMP, discharges 5,000 gallons of water per minute; 1 PORTABLE JIB CRANE 450 fathoms CHAIN CABLE, from 2 to 2 inches, and a 5-Oared LIFE BOAT WHALER, by White of Cowes, as good as new.
For Particulars, apply to
J. M. ARMSTRONG,
Auctioneer, Queen's Road.
1920]

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.
The *Daily Press* Office.

TO BE LET.

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [30

TO LET.

NO. 6, QUEEN'S ROAD CENTRAL, lately occupied by Pacific Mail S. S. Co.
"BISNEE VILLA," POKFOOLUM, Furnished.
Nos. 8 and 10, HOLLYWOOD ROAD.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 28th June, 1883. [29

ROOMS TO LET.
Apply to
SANDER & Co.
Hongkong, 28th August, 1883. [1601

TO LET.

THE PREMISES now occupied by us No. 11, Queen's Road Central.
For Further Particulars, apply to Messrs. RUSSELL & Co.
GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [1450

TO BE LET.

NO. 2, ROSE VILLAS (Furnished.)
No. 1, ELGIN TERRACE, Corner of Elgin and Shelley Streets.
Nos. 4 and 5, SEAVIEW, Elgin Street.
OFFICE, QUEEN'S ROAD CENTRAL.
GODOWNS.
Apply to
LINSTEAD & DAVIS.
Hongkong, 26th July, 1883. [1494

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to MEYER & Co.
Hongkong, 3rd March, 1881. [1057

TO LET.

SPACIOUS GODOWN at BOWRINGTON, suitable for the Storage of Coal.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 9th March, 1883. [496

INTIMATIONS.

NOTICE.

THE Undersigned have REMOVED from this date their Office to No. 24, Praya Central, 1st Floor, Corner of Pottinger Street.
REMEDIOS & Co.
Hongkong, 1st September, 1883. [1643

MORTGAGE.

70,000 DOLLARS FOR LOAN on GOOD MORTGAGE SECURITY in large or small sums.
Apply to
LINSTEAD & DAVIS.
Hongkong, 27th August, 1883. [1594

PRYE RIVER DOCK COMPANY, LIMITED.

APPLICATIONS for the APPOINTMENT of SUPERINTENDING ENGINEER will be received up to Noon on SATURDAY, 15th September, 1883.
Letters to be addressed to
H. L. SMITH,
Secretary.
Penang, 20th August, 1883. [1621

KELLY AND WALSH'S LIST OF NEW BOOKS.

Sir Walter Raleigh in Ireland, by Sir John Pope Hennessy.
Life of Alexander II, Emperor of Russia.
Pen and Pencil Sketchings, Reminiscences during 18 Years' Residence in Bengal, by W. H. Florio Hutchisson.
Walks in the Regions of Science and Faith, by Bishop of Carlisle (Dr. Harvey Goodwin.)
Life of Handel, by W. S. Rockstro.
Scottish Characteristics, by Paxton Hood.
Gardiner's History of England, Vol. I.
George Sand, a Monograph, by Bertha Thomas.
North America, by Hayden & Selwyn (Stanford's Compendium of Geography and Travel.)
A History of London, by W. J. Loftie, 2 Vols.
Drury's Recreative French Grammar.
International Code of Signals—(1883 Edition.)
White's Naval Architecture.
Capt. Haye's Guide to Horse Training and Management.
Capt. Haye's Riding on the Flat and Across Country.
Needlework and Cutting Out, by Kate Stanley.
Froudes' Life of Carlyle.
Harley's Diseases of the Liver.
Holtham's Eight Years in Japan.
Lanman's Leading Men of Japan.
Fielding, by Austin Dobson—(English Men of Letters.)
Scraps from My Sabretasche, by G. C. Stent.
Idiomatic Dialogues in the Peking Colloquial, by F. H. Balfour.
26] KELLY & WALSH—HONGKONG.

SUN SHING
DEALER IN SILKS,
Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c.,
GOLD AND SILVER JEWELLER,
ENGRAVER ON STAMPS, SEALS, &c., &c.,
No. 62, QUEEN'S ROAD, HONGKONG.

NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar hong name.
SUN SHING. [1610

CUTLER, PALMER & Co.
1815.—The year of our Establishment in Europe.
1847.—The year of our Establishment in China.
Cutler, Palmer & Co.'s **** COGNAC, the very best and oldest shipped
Cutler, Palmer & Co.'s ***, **, * COGNAC.
Cutler, Palmer & Co.'s INVALID'S PORT, old and thoroughly good
Cutler, Palmer & Co.'s SHERRY W.S. the best wine of its kind in China.
Cutler, Palmer & Co.'s Amoroso, Vino de Pasto, Vino Puro.
Cutler, Palmer & Co.'s CLARETS, Chateau Mouton, Larose, St. Estephe, &c.
Cutler, Palmer & Co.'s Agents have for sale The "Royal Charter" Champagne—selected for the Queen.
The "Carlton" Whiskey—two qualities, 11 and 5 years old, guaranteed.
All these are kept in stock in Hongkong, Shanghai, and Yokohama. Address for particulars: Messrs. Jardine, Matheson & Co., or Siemssen & Co., or Lane, Crawford & Co. at either place, and to Messrs. Bush Bros., Newchwang. [206

CHOICE PORCELAIN AND BRONZE CURIOSITIES.
ANCIENT AND MODERN
PIANOS, FURNITURE, PICTURES.
FOR SALE OR HIRE.
CASSUMBHOY,
Opposite City Hall. [550

L. ROSE & Co.'s CELEBRATED LIME JUICE CORDIAL.
Sole Agents for Hongkong and China,
ARNHOLD, KARBERG & Co.
Hongkong, 19th November, 1881. [992

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [22

NOTICES TO CONSIGNEES.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, PENANG, AND SINGAPORE.

THE Steamship
"SELEMBRIA,"
Captain Fowler, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Yokohama unless notice to the contrary be given before NOON, TO-MORROW, the 5th instant.

All claims against the steamer must be presented to the Undersigned on or before the 13th instant, or they will not be recognised.
RUSSELL & Co.,
Agents.
Hongkong, 4th September, 1883. [1658

NOTICE TO CONSIGNEES.

British bark "SILVER EAGLE,"
S. Richards, Master, FROM LONDON.

CONSIGNEES of Cargo by the above named vessel are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be landed and stored by the Undersigned at Consignees' risk and expense.
WIELER & Co.,
Agents.
Hongkong, 1st September, 1883. [1641

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"MORAY,"
having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignee's risk and expense.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 31st August, 1883. [1628

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship
"GLENOGLE,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before ELEVEN A.M., TO-MORROW, the 1st September.

Cargo remaining undelivered after the 7th September will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, 31st August, 1883. [1637

THE STEAMSHIP "ARRATOON APCAR,"
Captain A. B. MACTAVISH.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE above Steamer having arrived Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding her discharge or remaining on board after the 6th September, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that any Claims must be made immediately, as none will be entertained after the 8th September.
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 31st August, 1883. [1626

INTIMATIONS.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are notified that on presentation of their Share Certificates at the Head Office of this Company New Scrip will be issued in exchange, in accordance with the recent Resolution sub-dividing each old share into four new ones.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 3rd May, 1883. [880

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the Thirty first day of October next, will be adjusted by the Company and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 17th August, 1883. [1549

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the half-year ending 30th June last, at the rate of Two POUNDS STERLING (£2) per SHARE of $125, and FIVE SHILLINGS (5/) per NEW SHARE of $31.25 paid up is payable on and after MONDAY, the 27th instant, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 25th August, 1883. [1593

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the Half-Year ended June 30th, 1883, on or before 15th September next, on which date the Accounts will be Closed.
By Order of the Board of Directors,
D. GILLIES,
Secretary.
Hongkong, 20th August, 1883. [1573

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.
By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st September, 1883. [1632

INTIMATIONS.

A CARD.
PRIVATE BOARDING,
At 16, ELGIN STREET,
TERMS MODERATE.
Mrs. E. LILLEY. [1673

NOTICE.

THE HONGKONG HOTEL COMPANY, LIMITED.

REGISTERED SHAREHOLDERS on the 30th June, 1883, entitled to SHARES of the New Issue are requested to pay the amount of DOLLARS FIFTY ($50) to the Hongkong and Shanghai Banking Corporation on or before the 30th September, 1883, when a receipt will be given to be afterwards exchanged for a Share Scrip on presentation at the Office of the Company. Calls unpaid at the above date will be charged Interest at the rate of 7 per cent. per annum until further notice.
By Order,
LOUIS HAUSCHILD,
Secretary.
Hongkong, 6th September, 1883. [1671

IN THE SUPREME COURT OF HONGKONG.

JURISDICTION.

FOREIGN ATTACHMENT.

SUIT No. 88 of 1883.

PLAINTIFFS.—JOHN STEWARD LAPRAIK, ALFRED THOMAS MANGER, and CHARLES DAVID BOTTOMLEY, carrying on business at Victoria, Hongkong, under the style or firm of DOUGLAS LAPRAIK AND COMPANY.
DEFENDANT.—NG CHEONG.

NOTICE is hereby given that a Writ of Foreign Attachment returnable on the 22nd day of September, 1883, against all the Property moveable or immoveable of the above named Defendant within the Colony, has been issued in this Suit pursuant to the Provisions of Section LXXXII of "The Hongkong Code of Civil Procedure."

Dated the 4th day of September, 1883.
BRERETON, WOTTON, & DEACON,
Solicitors for the Plaintiffs,
35, Queen's Road,
Hongkong.
1670]

FOR MANILA (DIRECT).

THE Spanish Steamer
"DON JUAN,"
Captain J. Marquez, will be despatched for the above Port TO-DAY, the 6th inst., at SIX P.M.
For Freight or Passage, apply to
BRANDAO & Co.,
Agents.
Hongkong, 5th September, 1883. [1666

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW and PORTS on the YANGTSZE.)

THE Company's Steamship
"FOOKSANG,"
Captain Hogg, will be despatched as above TO-MORROW, the 7th inst., at FOUR P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 5th September, 1883. [1667

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship
"SUMATRA,"
will leave for the above places on SATURDAY, the 15th instant, at FOUR P.M.
E. L. WOODIN,
Acting Superintendent.
Hongkong, 6th September, 1883. [1669

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"DIOMED,"
Captain Jackson, will be despatched on or about the 15th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th September, 1883. [1494

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship
"CLAYMORE,"
Captain Gulland, will be despatched on or about the 16th instant.
For Freight or Passage, apply to
TURNER & Co.,
Agents.
Hongkong, 6th September, 1883. [1672

UNION LINE.

FOR SHANGHAI.

THE Steamship
"CAMBODIA,"
Captain Wildgoose, due on or about 11th instant, will have immediate despatch for the above Port.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 6th September, 1883. [1668

W. BREWER has just published an entirely NEW SERIES OF VIEWS OF CANTON.

NEW BOOKS.
BESANT'S LIFE OF PROFESSOR PALMER.
HAYDEN & SELWYN'S NORTH AMERICA.
DR. MILLER'S HEAVENLY BODIES.
FREEMAN'S CITIES & TOWNS OF ENGLAND.
SCOTT'S METEOROLOGY.
SPON'S DICTIONARY OF ENGINEERING and SUPPLEMENT.
GILDER'S ICE PACK and TUNDRA.
A Large Selection of New Fancy Stationery.
NEW CHIT CASES and BOOKS.
POCKET KNIVES.
STONE ORNAMENTS.
And a number of Novelties.
27] W. BREWER, Queen's Road.

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING OF THE CLUB will be held in the PAVILION THIS DAY, the 6th September, at 5.30 P.M. Business to receive the Report and Accounts for last Season, to elect a Committee and Hon. Sec. for 1883-4; and to discuss some additions to the Rules and other business that may come before the meeting. Gentlemen desirous of becoming members will please send their names together with those of their proposer and seconder to the Hon. Sec. H. K. C. C., addressed to the Club.
W. DE ST. CROIX,
Hon. Sec. 1882-3.
Hongkong, 29th August, 1883. [1607

THE ANNUAL GENERAL MEETING of the HONGKONG ST. ANDREW'S SOCIETY will be held in the City Hall on MONDAY, the 10th September, at 5.30 to receive the Report of the Committee and elect Officers for the ensuing year, and to decide upon the manner in which the National Celebration of St. Andrew be observed.
By Order of the Committee,
A. D. MACTAVISH,
Hon. Sec.
Hongkong, 3rd September, 1883. [1645

LANE, CRAWFORD & Co., have received the following new Goods.

WASHING SCARFS and TIES.
SILK HOSIERY, Newest Patterns.
GENTLEMEN'S SHIRTS, for Summer.
LAWN TENNIS SHIRTS and HATS.
FANIEN'S FRENCH BOOTS & SHOES.
CHRISTY'S FELT HATS, New Shapes.
THE "CLIMAX" UMBRELLA, (guaranteed to wear well.)
THE "ACME" RAIN COAT, (Ventilated and thoroughly Waterproof.)
TRAVELLING TRUNKS.
AIR-TIGHT UNIFORM CASES.
PRICKLY HEAT SOAP.
ASHANTEE HAMMOCKS.
PERFUMERY, from the best London Makers.

LANE, CRAWFORD & Co.

Hongkong, 18th August, 1883. [632

NOTICE.

A. S. WATSON AND CO., FAMILY AND DISPENSING CHEMISTS,

By Appointment to His Excellency the Governor and his Royal Highness the DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS,

PATENT MEDICINE VENDORS, DRUGGISTS' SUNDRYMEN, And AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED. PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

HONGKONG DISPENSARY. [23

NOTICES TO CORRESPONDENTS.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

The Daily Press.

HONGKONG, SEPTEMBER 6TH, 1883.

The question as to whether the interests of British trade in the East are likely to be furthered or prejudiced by the establishment of a French Protectorate in Annam is one, says the *N. C. Daily News*, on which opinions are divided, and which may fitly be discussed at the present juncture. We cannot agree with our contemporary that there is much room for difference of opinion as to the main question. The opening up of a new country cannot fail to benefit trade in general, and, in the present case, British trade in particular. British goods already occupy the most prominent position in the market for import manufactured goods in Cochin-China, and will continue to do so in the more extended market which will now be accessible. Two or three years ago the Comte DE KERGARADEC, then Consul at Hanoi, published an interesting monograph on the trade of Tonquin and the development it might attain if the country were opened up. The conclusion he arrived at was that the commercial movement of the port of Haiphong would probably attain dimensions equal to that of Shanghai. His calculations were carefully worked out, and were based on the actual consumption of foreign goods in the districts where they were then on the market. All such calculations are, however, to a large extent speculative, but after making all reasonable allowance for possible or probable exaggeration there can be no doubt that Haiphong is destined to become a great emporium of foreign trade. As to the British element in that trade, it cannot fail in any case to receive a very considerable impetus. The only question is, whether it will be allowed its natural expansion under free trade principles. Saigon was established as a free port, and so it continues, but the French colonists, jealous of the important position occupied by British goods, cry out occasionally for a protective tariff in favour of French trade. It is not easy to understand what interest they can have in carrying on such an agitation, as they would unquestionably be the losers by the adoption of a protective policy. French goods might come into the colony in somewhat larger quantities, but the general trade would diminish with the increased cost of the goods, and the local traders and merchants would consequently find their operations materially restricted. In the *Indépendant de Saigon* of the 23rd August there appears a contributed article on this subject, in which it is said that the establishment of import duties on foreign goods is favoured by all parties in Cochin-China. As to certain classes of merchandise, such as articles of Chinese production imported for Chinese consumption, it is urged that a revenue might be raised by levying import duties on them without any danger of diminishing the trade, but the main idea of the article is contained in the following short extract:—"Our manufacturers do not concern themselves with us, alas! It is necessary to offer them advantages which will induce them to do so. Little by little they would then study the wants and tastes of the people of the Far East and place themselves in a position to compete with the Germans and English, not only in Cochin-China, but also in Japan, the Philippines, and China. And why not, seeing they have successfully done so in South America?" The example of the British Colonies which have adopted a protective tariff is referred to, but the fact that these colonies do not discriminate between goods of British and other origin, and that the policy adopted is for the supposed benefit of the colonies only, not for that of the mother country, is overlooked. The views expressed in the article referred to are absurd, according to English ideas, but there can be no doubt that there is a strong feeling amongst Frenchmen in Cochin-China that the colony should exist for Frenchmen only, and that foreign trade and enterprise are things to be discouraged rather than otherwise. Acting on this view, the Colonial Council recently refused a vote asked for by the home government for the laying of a telegraph cable by the Eastern Extension Company, although they were quite willing to pay anything that might be required provided the work was undertaken by a French Company. Will the views of the Saigon colonists be adopted by the Government as regards trade in general? We think not. An attempt may be made to secure the carrying trade for French shipping, by a system of drawback or bounty, but it is unlikely that the natural course of trade will be interfered with otherwise. The prosperity of the colony depends on the extension of its trade, and in the endeavour to bring about this extension the assistance of foreigners cannot be dispensed with. The authorities have recognised this hitherto, and we would have to take a very low view of their sagacity to suppose that they will now adopt a different policy. The late Sir BROOKE ROBERTSON, in his report on Haiphong and Hanoi, says, "If the French policy in Tonquin were less restrictive it would draw foreign capital to the country, and develop its rich resources, which are at present in abeyance from the poverty of the Government and the people." This restrictive policy, however, applied as much to Frenchmen as foreigners; indeed, complaints have been made at Saigon that the foreigners had rather the advantage. This complaint is probably only the outcome of a jealous imagination, but, as the *N. C. Daily News* says, "shortsighted as French policy may have been in the past, we do not think that a disposition was ever shown to place foreign merchants upon an inferior footing to those of France, and whatever may have been the disqualifications or privileges of commercial enterprise in former years no undue partiality was practised. It is safe to suppose that if only for the sake of revenue, the French will certainly invite, and encourage British trade, which is the largest and employs the most capital of any in the East, to go to Tonquin. This assumption is, we think, borne out by facts to which we now propose to refer as briefly as we can. On the 2nd September, 1875, Admiral DUPERRE, then Governor of Saigon, wrote to the Consul-General at Shanghai stating that the Tonquinese ports would be opened to foreign trade on the 15th of the same month, and desired him to communicate this fact to the Shanghai merchants; also, that in order to facilitate the arrival of ships in Tonquin he was prepared to make a gratuitous distribution of coast-charts." The only way in which the opening of Tonquin would be likely to prejudice British trade would be by securing the Yunnan trade for the Songkoi route to the exclusion of trade by the Bhamo route. This point is referred to by Sir BROOKE ROBERTSON as follows:—"If the Songkoi or Red River opens a route with Yunnan and Kwangsi, that *vid* the Shan States and Bhamo is not the less available, and the two offer equal advantages, nor is there any reason why their interests should clash; on the contrary, for these points of exit are distant, and one gives geographical facilities which the other does not. Notices which have appeared in French publications urge upon the Government the necessity of taking immediate action by opening the Songkoi before the English have monopolised the trade of Western China by the Bhamo route; but this is a mistake, no single road from Yunnan could do that, and the more openings there are for the inlet and outlet of trade the better." It has been suggested of late that the Songkoi taps only the poorest part of Yunnan and is not likely to lead to any very great trade. As to this Sir BROOKE ROBERTSON says, "there can be no doubt that until lately a very considerable trade to and from Hanoi was done by the Chinese residents there, and if the borders were cleared of the obstructions which exist in the shape of black mail and independent Chinese clans that trade would be renewed." The Comte DE KERGARADEC in his report, while looking upon the prospective Yunnan trade as of substantial value, attached more importance to the development of Tonquin itself. However this may be, we are impressed with the conviction that the occupation of Tonquin by the French will lead to a largely increased trade, and as that will be in addition to and not in substitution of any existing trade, it cannot fail to benefit British commerce.

We would remind our readers that the annual meeting of the Hongkong Cricket Club will be held at half-past five o'clock this afternoon in the Pavilion on the Cricket Ground.

We have been favoured by the Harbour Master yesterday with the following telegram from Manila:—"September 5. The typhoon announced yesterday and the day before, has re-curved on entering the China Sea and is at present N.N.W. of Luzon.

The political horizon has darkened very much since the receipt of the intelligence of the conclusion of the new treaty between France and Annam at Hué. Up to that date it was generally believed that there was no prospect of a war with China arising out of the Tonquin difficulty. Now, however, matters seem to have taken a fresh turn, and it is considered by those well qualified to judge that relations between France and China are in a critical state. The Chinese authorities seem to be at no pains to disguise the fact that they are making active preparations for war. The shipment of troops and munitions of war to Canton are continuous, and negotiations for fresh consignments of arms from Europe are in progress. All the Chinese arsenals are actively employed in the manufacture of arms and ammunition, and fresh troops are being raised to fill the places of those in course of transport south. Of course it may yet happen that these preparations are mere sound and fury, but that is not the general opinion either of foreigners or Chinese at the present moment.

The *New York Tribune* of the 25th July says:—"The opinion of M. Bourée, lately French Ambassador at Peking, that there will be no war between France and China, is the more valuable in that he expresses decided respect for the military strength of the Empire. The Chinese, he says, are much better drilled and armed than is generally supposed, while their numerical strength can hardly be exaggerated. This opinion M. Bourée only shares with all careful observers of Chinese affairs—among whom the present French Government can hardly be counted. The latter at one time thought to complete their colonization schemes in Tonquin with a handful of troops and about a million dollars. Ten thousand troops and twenty-five million dollars would be nearer what is required. Perhaps in M. Bourée's high estimate of the Empire's strength we should look for the explanation of his recall from Peking. The French Minister of Foreign Affairs has no liking for unpalatable truths."

Mr. Arthur Wagner has been appointed Assistant Marine Surveyor and assumed his duties on the 1st instant.

The Agent informs us that the Messageries Maritimes steamer *Oxus*, with the next outward French mail, left Saigon at 3 a.m. and passed Cape St. James at 7.45 a.m. yesterday for this port.

The Agents (Messrs. Russell & Co.) inform us that the Union Line steamer *Cambodia*, from London, left Singapore for this port yesterday morning, and may be expected to arrive here on the 11th inst.

We are informed that arrangements have been made with the Viceroy of the Two Kwang by the Wa Hop Telegraph Company to transfer their newly constructed telegraph line to the Chinese Government, who intend to carry the line on to Shanghai. We believe that so far the enterprise has not been a financial success, the refusal of the British Government to allow the cable to be carried across the harbour to this colony contributing somewhat to render it an unprofitable investment. The Chinese Government is ready to take over the line on advantageous terms, and the directors and manager of the company are now in Canton for the purpose of completing the transfer.

The *New York Times* of the 28th July has a lengthy article on the efforts to convert the Chinese, from which we take the following:—"The Presbyterian Church has always been a zealous advocate of foreign missions, and has performed mighty works in that direction. It now also looks, at least so far as this city is concerned, into shedding the light of Christian faith into the Celestial laundry. The Chinese population in this city is rapidly increasing. It has more than doubled within the past three years. The census for 1880 gave less than 800; at present an enumeration would show at least 2,000 domestics in this city. The maximum number of Chinese now attending school and to a degree brought under Christian influence, is about 600. The attendance approximates 400." After giving the progress of Chinese schools in town, the article proceeds:—"Within four years the number of Chinese Sabbath schools increased from one to eleven, while the attendance upon them has risen from the average of forty to an average of 400. Under all circumstances this is an excellent showing for both sides. The maintenance of Chinese schools by any church is by no means an easy matter—there is no play or make-believe about it. There is, besides, the Chinese Young Men's Christian Association, with headquarters at the White-street school, and this is said to exert a very beneficial influence not only on the Chinese already brought into the church, but on the unregenerate mass that revolves about Chatham Square."

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH CO.'S LINE.]

LONDON, 4th September, 1883.

THE FUNERAL OF THE COMTE DE CHAMBORD.

The Comte de Chambord's funeral was splendid, but the Orleans princes were absent.

DISTURBANCE IN CROATIA.

Anti-Magyar disturbances have broken out in Croatia; Martial law has been proclaimed and a military commander has replaced the Ban.

HONGKONG CRICKET CLUB.

The following is the report for the season 1882-83:—

TO THE MEMBERS OF THE HONGKONG CRICKET CLUB.

GENTLEMEN,—Your Committee have the pleasure of presenting the accounts for season 1882-1883, which shew a satisfactory balance of $2,026.25 to credit.

A list of members and the season's bowling and batting averages are appended.

The thanks of the members are due to the Colonel and officers of the Buffs for the frequent attendance of their band at the Cricket Ground during the past season.

Advantage has been taken of the recess to top dress the ground thoroughly, while water has been laid on, and the requisite hose procured for saturating the whole ground, and your Committee hope a decided improvement in the courts and pitches will result from these measures. Mr. R. K. Leigh's kind advice and assistance has proved most valuable to the Club.

A new supply of Gear is expected shortly, amongst which the best procurable Lawn Tennis implements will be included; also a set of Quoits and Lawn Bowls for the "Old Residents."

Members of the Club especially devoted to Lawn Tennis will be requested at the General meeting "to be held on Thursday, the 6th September, in the Pavilion, at 5.30 p.m.," to elect a Sub-committee of three to represent their interests and to consult with the Secretary regarding Handicaps, Tournaments, &c., and the Committee trust that the two games will be carried on together, as heretofore, on the most amicable terms.

There is an opportunity for a member to present a box of tea to the Club. Last year's "Olo man chop," from Mr. S. Hughes, was much appreciated.

Members are requested to pay tribute to the "Book of Beauty," at present sadly in want of pictures.

Your Hon. Secretary resigns his office, and would gladly see some younger member assume the duties. The excuse of "never done anything of the kind" is frivolous, as the duties are simple, but require time and attention.

HONGKONG CRICKET SEASON 1882-1883.

The opening game was played on 6th and 7th October, the "11" meeting all comers = 26, who beat the 11 by an innings and 91 runs. This match introduced to Hongkong Cricket, F. H. O. Wilson, who performed successfully with bat and ball, taking 9 wickets in the two innings at a cost of 37 runs. G. S. Coxon and W. H. Dobson also made their first appearance in this match. All three are quite "11" form, and valuable men on a side. On 20th and 21st October the "Ancient Hims" beat the 3 years and under in the East, by an innings and 54 runs, and curiously enough 54 was the "not out" score of Hynes, made in his best style, Travers being next with a good 29. Barff took 5 wickets for 27 runs, Travers 10 wickets for 27 runs, and St. Croix 5 wickets for 11 runs. These performances may be considered curiosities in local cricket literature. Lane, R.A., 36, and Wilson, R.N., 37, were top scorers for the griffins. On 28th October the Racquet Court played the Club; the latter, taking first innings, compiled 110, F. H. O. Wilson 40 and Travers 29, "not out," being the chief scorers. Darby took 6 wickets for 49. The Court, at the call of time, had placed 97 to their credit, with two wickets to fall, St. Croix and Holliday being "not out," and feeling confident that did time only allow, they would make the required 14. F. H. O. Wilson was again successful with his bowling, taking 6 wickets for 38 runs. Hare was top scorer for the Court with a very useful 26. On the 4th November, the "Under 30" met and defeated the "Over 30." For the winners Travers played a capital innings of 65 out of a total of 109. Hynes secured 7 wickets at a cost of 55 runs, and contributed a useful 18. Newington 24 and Whyte 20 were the only other men who made double figures. On the 10th November the Club met a strong Garrison team, and came off winners by 10 wickets. A. Wilson, R.N., 71 and Hynes 57, punished the Garrison bowling severely, the former hitting hard and well. Newcombe's 32 not out and Shepherd's 33 were also useful contributions. For the Garrison Hedley hit freely for 69, the totals being Garrison 166 and 90, Club 251 and 6 with no wickets down. On the 18th November the Emerald Islanders essayed to play "the World," and the match was drawn, in their favour, thanks chiefly to Travers, who was top scorer with 37, Hynes 23. Travers took 6 wickets at a cost of 19 runs. F. H. O. Wilson also bowled well, taking 10 wickets for 62 runs.

On the 1st and 2nd December The Officers of the Army and Navy, 120 and 68 for 6 wickets, defeated the Club, 110 and 77, by 4 wickets. F. H. O. Wilson 41, Travers 34, and Newcombe 26 were chief scorers for the Club; Hedley 47, and Bunbury 39 were the principal contributors for the services. On the 8th and 9th December the Club were badly beaten by the "Buffs" by an innings and 1 run. This must be attributed to the fact of the Club bowling depending on Darby and St. Croix, both medium pace old China hands, whose bowling cannot now be classed as better than fair third. On the 30th December the "11," bound for Amoy, were beaten by a Club 11 by 18 runs on the first innings, F. H. O. Wilson securing 7 wickets for 23 runs. At Amoy on the 11-12th January the Eleven scored 251—Rice 110, Barff 35 "not out"—against Amoy's 40 and 45. Bunbury took 14 Amoy wickets at a cost of 47 runs! At Swatow on the return journey, the victorious 11 scored 35 for the loss of 1 wicket, against Swatow's 34 for 10 wickets, Bunbury doing great execution again, by taking 8 wickets for 18 runs. The Coast cricket helped his average very considerably, each wicket costing barely 3 runs.

On 27th January the Racquet Court played the Club, and the latter scored 287—of which, Gordon 71, Dormer 55, and Dobson 41 "not out," all free hitting innings, were the principal—from the moderate bowling of the Racquet men contributors; Dauglish 23 and D. Jones 17, "not out," were responsible for nearly half the Racquet score of 85. On the 3rd February the "11" returned from Amoy and played the Club; this time, by the aid of a stylish 67 from Coxon, and a carefully played 63 by Rice, they scored 230, against 100 by the Club, of which D'Aeth made 38 by free hard hitting. On the 8th February the Officers of the Army and Navy again proved too strong for the Club, winning by 4 wickets, Rice making 32 and 30, and in the 2nd innings taking 7 wickets for 29 runs. Coxon played two innings, in capital form, of 25 and 19 for the Club, who scored 111 and 58, this latter being a terrible collapse, their opponents making 88 and 82 for 6 wickets. Ireland again played the World on the 9th February and suffered defeat by 7 wickets. A. Wilson 43 in 1st innings of 104 and the veteran Hynes 46 of 119 in the 2nd innings were chief scorers. Hedley 40—in which were two consecutive 8s—and Dormer 36 and 11, Dauglish 36 and 15 "not out," aided materially to secure the victory. The two 36s were sound cricket contributions, and deserving of praise. The Fire Brigade won on 1st innings on 3rd March, 110 against 78. Travers 37, Matchitt 24 (we see too little of this batsman), and Hodder 20 made the best scores for the Brigade; and Rice, 48 and 27 "not out," was the only man for the Club who got into double figures. Five "0s" were too ominous for the Club. On St. Patrick's day the "Patlanders" made 135 against 59 of "the World," and secured the rub. Coxon again showed good cricket for 48 and Travers for 20. The Sappers exhibited vast improvement—3 wickets for 14. D'Aeth 25, Hedley 13, accounted for nearly all the runs off the bat. Those objectionable "0s" figured 5 times again. Rice's bowling was destructive, 5 wickets for 16 runs. The last match of the season was played on the 23rd March against The Buffs (return), and bearing in mind the defeat suffered by them, the Club put as strong a team as they could muster in the field. The "Buffs" were weakened by the absence of two of their cracks and only scored 40 at their first attempt—Gordon, 17, being the only double figure. Travers' bowling was very deadly, securing as he did 6 wickets at a cost of 17 runs. On the 2nd innings Jarrett came out in unexpected form for 45, but the total, 127, left the Club winners by an innings and 126 runs. The Club scored 293.—Rice 72 and Travers 79 being the first pair to bat, were not disposed of until 131 had been made. Hodder played an awfully steady innings for 34 (it is to be hoped his Northern cruise will have stirred him up). Barff 30 and Whyte 20 "not out" were the other chief contributors. The veteran—Pte. Evans—was not as deadly as in the first match, when he secured 9 wickets for 45 runs. The following players have got beyond the coveted 70, and so earned presentation bats:—Rice, 120 and 72; Travers, 79; A. Wilson, 71; Capt. Gordon, 71. Some few players were magnanimous enough to stop short of 70, viz., Rice 63, Travers 65, and Coxon 67.

Appended are the Batting and Bowling averages for the season:—

BATTING AVERAGES for the Club in First Class Matches (not less than three Innings).

Name.	No. of Innings.	No. of times not out.	Most in an Innings.	Total No. of Runs.	Average.
H. G. Rice, D.A.C.G.	14	2	120	413	34.5
A. K. Travers	18	1	79	433	25.8
C. T. Dormer, R.N.	4	...	55	102	25.2
A. Wilson, R.N.	8	...	71	178	22.2
Lieut. G. V. Dauglish, Buffs	6	1	35	91	18.1
Lieut. G. G. H. D'Aeth, Buffs	8	...	39	130	16.2
W. Hynes	18	1	57	266	15.11
F. H. O. Wilson	10	1	40	142	15.7
C. S. Barff	9	1	35*	124	15.4
S. G. Bird	3	...	27	45	15
G. S. Coxon	19	...	67	278	14.7
Capt. C. Gordon, Buffs	7	...	71	101	14.3
R. C. Hodder, R.N.	7	...	34	100	14.2
S. Newcombe	7	2	32*	69	13.4
W. H. Dobson	10	3	41*	93	13.2
H. E. Wodehouse	7	1	37	73	12.1
Lieut. E. S. Hedley, R.E.	16	2	40	156	11.2
A. Shepherd	9	2	33	78	11.1
Lieut. V. Bunbury, Buffs	8	...	46	84	10.4
C. Holliday	8	2	17*	62	10.2
Lieut. S. W. Lane, R.A.	7	...	36	64	9.1
W. de St. Croix	13	3	19*	80	8.8
H. F. Whyte	9	1	20	68	8.4
F. S. C. Hare, D.A.C.G.	12	1	26	82	7.7
Capt. F. A. Newington, R.M.	14	1	24	96	7.5
Lieut. C. P. Lloyd, Buffs	8	1	13*	53	7.4
Capt. W. C. Howarth, Buffs	5	1	18	30	7.2
D. Jones	5	1	17*	26	6.2
E. W. Birch	4	1	18	26	6.2
V. A. C. Hawkins	5	...	11	30	6
W. H. F. Darby	7	...	15	37	5.2
Lt. H. St. D. Jarrett, Buffs	6	1	16*	24	4.4
T. E. Davies	5	1	7	19	4.3
Lieut. S. D. Browne, R.A.	3	...	11	14	4.2
Lieut. E. Hunter-Blair, R.A.	4	...	9	18	4.2
Isaac Hughes	4	...	13	17	4.1
E. Mackean	3	1	4	8	4
A. G. Stokes	4	1	8	11	3.2
Dr. W. O. Wolseley, A.M.D.	7	...	7	18	2.4
F. B. Aubert	4	...	5	10	2.2
A. Sadler, D.C.G.O.	3	...	6	7	2.1
A. Coxon	3	1	3	4	2
Dr. A. W. Russell, R.N.	4	1	2	3	1
Rev. C. M. Vaughan, R.N.	3	...	3	3	1
H. G. Fincham, D.C.G.O.	3	...	1	2	0.2

* Not out.

The following gentlemen played in less than three innings in first class matches and scored as shown:—G. W. Gubbins, 0, 2; S. Reynell, 1*, 4; H. Matchitt, 17, 24; L. C. Balfour, 6; E. L. Symes, 0, 0; A. B. Cottell, 0; W. M. Deane, 0, 0; B. K. Leigh, 10, 9; A. W. Pearson, 5*; A. J. W. Allen, 1; C. Palmer, 0*; H. E. Angier, 0; Col. Hobson, 0; J. S. Brewer, 0*; A. H. Jackson, 8; J. J. Bell-Irving, 14, 1; H. H. Taylor, 1, 0; H. Dawbeney, 4, 1; F. Dodwell, 0; B. E. Mitford, 0*; Rev. H. P. Harper, 3, 1; Dr. Briggs, 27; J. G. Smith, 0; B. F. Holme, 1; S. Hughes, 4, 0; T. F. M. Fogarty, 1, 0*; C. H. Thomas, 0, 0; A. B. Tompkins, 7, 0; S. D. Chopgar, 2; A. G. Wise, 0, 12; R. C. Prothero, 4; E. J. Hughes, 0; H. Loxley, 1; J. McMunn, 6; W. Grove, 0, 9*; Farquhar, 0, 1*; J. S. Van Buren, 5.

BOWLING AVERAGES for Hongkong Club in First Class Matches where not less than three Innings have been bowled in.

Bowler's Name.	Innings bowled in.	No Balls.	Wides.	Total Balls bowled.	Maiden Overs.	Total runs scored from.	Wickets.	Averages.
V. Bunbury	7	0	0	345	10	191	27	7.2
C. S. Barff	12	3	1	410	20	163	21	7.16
F. H. O. Wilson	9	0	0	596	19	302	39	7.29
A. K. Travers	23	7	16	1183	72	479	64	7.31
W. H. Dobson	7	0	1	170	10	89	11	8.1
H. G. Rice	12	2	1	658	38	282	32	8.26
E. S. Hedley	4	0	0	134	2	91	10	9.1
G. V. Dauglish	4	0	0	83	2	55	5	11
W. de St. Croix	9	0	0	355	8	207	18	11.9
W. Hynes	20	0	1	862	32	454	38	11.36
W. H. F. Darby	3	0	1	270	8	141	11	12.9
R. C. Hodder	5	0	0	160	6	106	8	13.2
E. Birch	4	0	2	212	5	135	10	13.5
G. G. H. D'Aeth	5	0	0	315	12	142	10	14.2
A. Wilson	6	0	0	336	16	195	13	15
A. Shepherd	8	0	5	293	9	178	8	22.2
C. T. Dormer	3	0	0	55	1	46	1	46
C. P. Lloyd	4	0	1	150	6	81	1	81
G. S. Coxon	3	0	0	50	1	42	0	†42

The following also bowled in less than three innings and took the wickets shown against their names:—Mr. A. E. Tomkins, 2, 3; Mr. A. Pearson, 4; Mr. Matchitt, 3, 0; Lieut. S. W. Lane, 3, 0; Mr. T. E. Davies, 2; Lieut. Prothero, R.N., 1, 1; Mr. D. Jones, 1; Rev. C. Vaughan, 1; Dr. A. W. Russell, 0; Mr. J. S. Van Buren, 0; Capt. W. C. Howarth, 0; Mr. F. S. C. Hare, 0; Dr. McMunn, 0; Dr. Briggs, 0; Lieut. Gubbins, R.N., 0; Mr. I. Hughes, 0; Mr. A. G. Wise, 0; Capt. C. Gordon, 0.

SUPREME COURT.

5th September.

SUMMARY JURISDICTION.

BEFORE MR. JUSTICE RUSSELL.

FREDERICK STEINBRUGGE v. LAU YUM HING AND OTHERS, $85.65.

Mr. Wotton appeared for the plaintiff, and in opening his case stated that his client was master of the German barque *Anton Gunther*, which vessel was chartered by the defendant and the partners of his firm under a charter party dated the 6th June last. Under this charter she was to proceed to Touron, and load a full cargo of coal, up to the capacity of the vessel, about 10,000 piculs. Instead of loading coal to the full capacity of the vessel, the freight was completed by some other cargo, and on this the captain claimed a higher rate than had been agreed upon for coal, and this formed the ground of dispute between the parties.

His Lordship, in looking over the particulars of the claim, noticed an item of "gratification to the captain," and asked whether it was usual to sue for gratification.

Mr. Wotton said "gratification" was hardly a good expression to use. It should have been "amount due to captain by agreement," as it was provided in the charter party that a gratuity of $25 was to be paid to the captain if the number of passengers did not exceed 20, and over that number he was to receive $2 a head extra. He pointed out that this was provided for in the charter party.

The defendant, in answer to his Lordship, said this gratuity was agreed upon.

Captain Frederick Steinbrugge, master of the *Anton Gunther*, said he was under charter to the Yu Wo Loong Hong (charter party produced). Under that charter he proceeded to Touron, where he loaded coal. He got 580 tons on board; he did not get more, though he had room for an additional thirty tons, because the shipper asked him to leave room for some bamboo sticks and rattans he wanted to send by the vessel. No rate was settled for this cargo as when he asked the shipper what rate he would pay for this merchandise, he said he would not state the rate, and told him to arrange it with the charterers in Hongkong. He told the shipper he should not carry this cargo at the same rate as coal.

Mr. M. Grote, from Messrs. Melchers & Co., the agents of the vessel, gave evidence as to the making of the charter, and he corroborated the captain to a certain extent.

The defendant gave evidence to the making of the charter, and he alleged that he had stated to the captain at the time he made it that miscellaneous goods were to be shipped at the same freight as coal. His principal at Touron was Nam Cheung and he was only the agent.

His Lordship pointed out that no provision was made in the charter party for any such arrangement about the freight.

The defendant said he had received a letter from Touron stating that the captain had asked for this miscellaneous cargo instead of coal as his ship was too heavy. The captain wished to collect the freight for this miscellaneous cargo, and he (defendant) objected to his doing so, as he contended that the plaintiff was only entitled to the same rate upon it as upon the coal, and he would be subjected to loss if this was done.

His Lordship—Is it usual to put in charter parties that mandarin squeezes are to be paid by the charterers?

The captain was recalled by his Lordship, and in answer to questions, emphatically denied that he had asked to have the 30 tons of miscellaneous cargo instead of coal so that his ship might be lighter. He said the shipper requested him to do so, and, in fact, insisted on his doing so. He did it to oblige the shipper, but intimated that he should require extra freight. The rate of freight was stated on the bill of lading but he believed that had been inserted since he signed it as he did not recollect having seen it there before, though he was in the habit of scanning such documents carefully before signing them.

His Lordship said he must give judgment for the plaintiff, and if the defendant suffered by it he had his remedy against the shipper at Touron. It was clear that they induced the captain to carry this miscellaneous cargo; he need not have carried anything but coal under his charter when he pleased. The shipper appeared to have induced the captain to carry the rattans and sticks, and artfully declined to fix a price, leaving him to get it fixed in Hongkong, and when he was away, putting the rate of freight down on the bill of lading. Judgment would be for the plaintiff with costs.

POLICE COURT.

5th September.

BEFORE MR. H. E. WODEHOUSE.

DRUNKENNESS.

George Mosely, a marine belonging to the *Victor Emanuel*, was charged with being drunk and disorderly on the 5th instant.

P. C. Lyons found the defendant in an intoxicated condition making a disturbance outside the Sailors' Rest in Queen's-road. He refused to leave and was arrested.

The defendant denied being drunk, but he was convicted and fined $1.

A YOUNG BIRD FANCIER.

Chun Acheung, a lad of fifteen years, described as a fishmonger, was charged with the theft of a bird from the Hang Fung bird shop in Queen's-road Central.

The master of the shop heard a cry in the street, and running outside, saw the boy making tracks with a bird and cage. He gave chase, and having overhauled the lad, gave him into the charge of a constable.

The defendant said he found the bird in the gutter, and not knowing to whom it belonged he took it. He gave it up, however, as soon as it was claimed.

He had been convicted of larceny from the person on the 9th ultimo, and besides having been fourteen days in solitary confinement he was whipped. He was now treated more leniently, being fined 50 cents.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

4th September.

There is not much news to record at this port. The feeling which was excited among the Chinese in connection with the Honam shooting affair has not altogether died out, though the people are quiet enough now, for I hear the Kai Fong or shopkeepers of Honam have petitioned the authorities to have the case tried and settled at once without delay. I am told that the Kai Fong are anxious that the principal actor in the recent affray shall be hanged, a desire which it is needless to say is not likely to be gratified.

The Chinese soldiers brought down by the China Merchants' Co.'s steamers, and more of whom are expected, are to be employed, I understand, in repairing existing forts on the river and in constructing new ones near Whampoa. The troops are Hunan men.

On the 1st instant the Admiral paid a visit to the various forts here, and made a close inspection of them and of the garrisons.

A report is current in the city that 120,000 troops are to be enrolled in Canton by order of the Viceroy and the General. Of these men, 80,000 are, it is said, to be stationed in Kwangtung and 40,000 in Kwangsi. The pay of these soldiers is to be defrayed, in the above proportion, by the treasuries of the respective provinces. It is not likely, however, that these troops are to be enrolled for nothing. What are they required for?

SHANGHAI.

The punishment in the French Concession of the Chinese soldiers who were concerned in a riot on the 14th of July has not now been insisted upon. The men have got sick, and the French authorities not wishing the men to die in their hands for the offence committed, sent two of them into the city on the 29th August.

There seems a likelihood of the foreshore at the mouth of the Soochow Creek being filled in, that is if the native authorities are willing to accord the necessary permission. Should this be granted and extended to the Garden Committee, the mouth of the Soochow Creek would soon be deep enough for large boats to pass under the bridges at the lowest tides.

A Chinese Colonel on his way to Kiangsi was arrested by the Police on Tuesday night, the 28th August, on a charge of attempted rape. He stayed at a boarding-house and attempted the offence in the middle of the night. When he was resisted, he told his servants to bring his sword. The people belonging to the house interfered and the Police locked the Colonel up. At the Mixed Court on the 29th August, Chen did not want to deal with the case, but after a time, it was arranged that the offender should pay $5 to a hospital, and he then left the Court.

It is a very rare occurrence that deer are seen in the immediate vicinity of Shanghai, but on the 1st inst., a live hog-deer was captured at the Lower Dock by some of the workmen employed there. The animal was brought up to the Settlement in the afternoon.

The *Keelung*, from Chefoo, broke her shaft outside Shanghai a few days ago and one of the officers arrived here on the 31st August by pilot boat and reported the accident. While disabled, the *Keelung* was seen by the three-masted schooner *Evangeline*, which took her in tow and left her eleven miles below the *Tungsha* lightship on the 30th.—*N. C. Daily News.*

Mr. J. N. Tratman now sits as British Assessor at the Mixed Court, Mr. B. C. G. Scott having taken a holiday to Chefoo.

The *Hiroshima Maru*, M.B.M.S. Co.'s str., which has been in Messrs. Boyd & Co.'s hands at their New Dock for the last three months, and undergone extensive repairs in hull and machinery, went for a trial trip on the 30th August, beyond the Red Buoy. The machinery worked in a most satisfactory manner, and she will proceed to Yokohama direct on the 2nd September, and take her place on the mail line which has recently been temporarily filled by the *Takasago Maru*.

The P. and O. Co.'s steamer *Ancona* had a pretty large shipment of opium for Shanghai, and when the chests were examined a day or two ago seven of them were found to have been tampered with and balls of opium extracted therefrom. Altogether about 160 balls were missing, and they were valued at Tls. 550. Two Custom House officers, Messrs. Roberts and Wilson, were searching the vessel on the 30th August for smuggled goods, and while engaged in a room occupied by three quartermasters, they noticed that one of the brass screws in the window frame was quite bright, while the other screws were all painted over. This aroused their curiosity, and on taking out the screw they found that the window frame came to pieces, and that underneath it, a square hole had been cut in the boarding known as the skin of the ship. From this hole came a strong smell of opium, and on further examination being made thirteen balls were discovered concealed between the hull and the skin of the vessel. The hole was immediately over one of the bunks, which was occupied by a quartermaster named William Page, and he was handed over to the Police on the charge of stealing the opium that was missing from the different chests in the ship. When first arrested he said he "had put his foot in it this time," but when formally charged at the Police Station he simply said, "I didn't do it." We hear that he asserts that he purchased the opium found from a dealer in Bombay for sale in Shanghai, and that the worst charge that could be brought against him was that of smuggling. He was taken before Mr. Mowat on the 31st August and formally remanded till the 3rd inst.—*Courier.*

A native writes us to the effect that the cotton crop, which is the staple product of Shanghai and neighbourhood has suffered severely during the late storm. Our correspondent says:—Each plant generally bears five or six pods, but at present only one or two; it appears the crop will be very bad, should the weather not be continually fair for some days to come.

We learn from a private letter that the *Kowshing* is keeping up her reputation as being a very fast and comfortable ship. Our correspondent says:—We left Shanghai at 4.30 a.m. on the 26th and arrived at Chefoo at 7 p.m. on the 27th, the voyage only occupying 38½ hours, under ordinary speed and using Japan coal only. From Shaweishan the *Kowshing* experienced a strong S.E. wind for about 20 hours, and then very light south-westerly winds." The *Kowshing* passed the Chinese squadron, nine in number, manœuvring near Eddie Island.—*Mercury.*

SOOCHOW.

30th August.

The storm of last Friday raged violently in the region of this city. The mercurial barometer fell to 29.37, and a Lind's anemometer showed the velocity of the wind a part of the time to be something over forty-five miles an hour. Considerable damage was done to the matsheds, trees, and smaller houses in and about the city. A number of houses were blown down, but only one person, so far as I have learned, was injured, and that not seriously.

Considerable commotion was caused among the boats this week by the passing of 2,500 troops through the city from Nanking, *en route* for Woosung. They seemed to have been brought on their way in boats furnished by Chinkiang or some city north of this, and it became the duty of Soochow to furnish boats in turn to forward them on to Shanghai. Hence the runners were sent out in every direction to impress boats to carry the soldiers. As the boatmen get little or no pay for this kind of work, and are moreover generally rather roughly handled by the soldiers, they got the boats out of the city as quickly as possible and hid them, so that for two or three days a boat was not to be seen at any of the old stands. But representatives from the boats were to be found in the teashops, and the knowing ones who might want boats could get them.

The dispensary work in connection with the Southern Methodist Mission is developing into considerable proportions. People are coming from various places, some as far as thirty or forty miles, to be treated for every kind of disease. Drs. Lambuth and Park have performed three or four difficult but very successful surgical operations, thereby saving the lives of the person concerned. Recently two or three police boats carrying fifteen or twenty soldiers attacked a company of salt smugglers near Wukiang, some twenty miles south of this city. In the fight that ensued four soldiers were killed and six wounded, the soldiers were beaten, and the salt smugglers were not captured. Dr. Lambuth was called to see the wounded soldiers, one of whom died from gangrene, which had already set in when the doctor was called. Three others that were dangerously wounded were brought to his dispensary, where they have been staying for several days, and are all now nearly well, recovering with remarkable rapidity under Dr. Lambuth's treatment.

I hear that a number of native young men are learning telegraphy in the Telegraph Office of this city. It is said that they can learn to operate efficiently in four months, and as there is great demand for operators to supply the lines that are being built, and the pay is good, a large number are turning their attention to it. Thus many of the Chinese here are beginning to see that the entrance of foreign arts and sciences is not so bad after all, as new channels of labour and profit are thereby opened up to the people. A Telegraph Office is to be opened in the city of Wusieh.—*N. C. Daily News* Correspondent.

PEKING.

20th August.

One ought not to crow till he is out of the wood. We were rejoicing that we had had no summer weather, and that with the beginning of August the autumn winds had already begun to blow. From the 14th July to the 7th of August, the thermometer had not once reached the nineties by day nor 75 by night. In fact on the 2nd of August it fell at night to 64° and on the 5th was standing at only 76 by day. Suddenly on the 8th of August the Clerk of the Weather changed his mind and thought we had better have a slight taste of the sweets of a Shanghai summer, so that during the next week we had heat above our desires—we will not say our deserts. The maximum heat 95½ was reached on Wednesday, the 15th, and the night following this day registered 77 in the outside air, the rooms persistently standing at 86°. The dry temperature was not remarkable for us at the capital, but the stagnant moist air was most oppressive. Not a breath of air was moving. We have never experienced such heat over so long a succession of days. Now it has once more gone; clouded skies prevail and the temperature is again cool, our lowest at night being again 65° and by day in the shade 81°. Since our great rainfall, which committed so much damage on the 28th and 29th of July, we have had no rain.

With this accession of heat, we have had an unlooked-for visitor—viz., cholera, which has not come among us once during the last twenty-two years. We first had rumours of its prevalence at Tientsin. Now, since the hot week above referred to, it has begun to prevail at the Capital. Any one who knows Peking will know it to be a hot bed for such a disease, and the wonder is that all such diseases are not chronic here. If sanitation is to be the panacea for such maladies, alas! for the prospect of exterminating disease at Peking. We have heard of numerous cases of cholera but we ourselves have seen but few. The disease and its rapidity and three striking symptoms are the topic of general conversation on the streets. Everybody carries a needle with which to practise acupuncture, and it is marvellous how many cures are attributed to this. It is certainly worthy of a trial, in the stage of cramps. The estimate of the number of deaths for the three days of last week was for all the gates of Peking 3,000. We have heard of deaths in every lane and street, and yet to the casual observer the number of funerals and persons in sackcloth do not appear more than usual. I am told that on the 15th of the Chinese moon as many as 50 funerals all from cholera passed through the Ch'i-hua Gate. With our eight gates in the Tartar and seven in the Chinese city, through which funerals may pass, one is able to calculate the number of deaths if the numbers passed through bore any proportion to this Eastern Gate. With the cooler weather, we anticipate an abatement of the epidemic.

The Dutch Minister and family leave us this week, the latter for Europe. We shall all miss them very much. The students of the Customs have moved to a temple outside the city, cholera having broken out among their native servants. Mr. Pyke and family have returned from the United States. A Bishop of the American Methodist Episcopal Church is expected here this week on a visit to the mission stations of that body. We have learned with the deepest regret of the death from typhus fever on the 13th day of Dr. Schofield, of Tai-yuen Fu, in Shansi. He was a man of scholarly attainments and high Christian character, and a devoted medical missionary. His loss will be severely felt by the small missionary band isolated in Shansi. We hope none of the other members of the missions will be laid aside with fever, although at the date of last advices they were living in daily dread. Mr. and Mrs. Pigott, of Shansi, with Miss Kemp are returning to their field of labour this week.—*N. C. Daily News* Correspondent.

SEOUL.

On the 9th day of the 6th moon, which was the anniversary of the *émeute* against the Japanese, a rumour was prevalent that the latter were going to offer some Koreans as a sacrifice to the spirits of the murdered men. This caused considerable agitation, but did not come to anything. Another report said that these same terrible Japanese intended to draw blood from Korean girls and children for the purpose of concocting medicine. So great was the alarm among the maidens in the Capital that many betook themselves to flight, and others actually got married off post-haste without caring much what sort of husbands they were getting so long as they could save themselves from the impending danger to the unwedded. A third rumour was to the effect that the long drought that has prevailed in Korea was caused by the Japanese having hoisted on tall flagstaffs their national standard, the device on which is the Sun. The case here was plain enough. The music played at the Japanese Legation, too, had effectually dispersed the wind and driven away the rain. The God of Drought had been invoked by Japanese to blight the country of the Koreans. Last summer a similar period of drought was broken up immediately after the slaughter of the Japanese, which proves the latter event to have been the will of Heaven. Ah! we are a progressive people, and can read the signs of the times. All the same, these absurd and injurious rumours have a very bad effect upon the relations of the two peoples.

A small mountain to the south of Seoul, commonly called Mu Mi Shan, has over ninety rills and brooks, which are a resort for washing-girls, who gather about the streams at all seasons of the year. The other day three Chinese soldiers enticed three of the girls into a deep dale, and after very grossly insulting them robbed them of their jewellery.

On the 17th day of the 4th moon, Korean calender, the King paid a visit to General Wu, and made complimentary enquiries after the health of the troops.—*N. C. Daily News* Correspondent.

The *Daily News* publishes the text of some Royal Proclamations which show that all is not quite tranquil in Korea. It appears that several high nobles have been detected in a seditious movement, the ringleaders of which has been put to death, while others are sentenced to banishment. The sentence of banishment excited in some cases the ire of the Censors, as being too lenient, and the King was forced to condemn the prisoners to death. Some who are supposed to have been friendly to the conspirators are pardoned, but warned not to do it again.

A Correspondent of the same paper sends the following particulars of one of the nobles implicated in the late sedition:—"Pu Tei-yang," he writes, "is a bad man and full of schemes, who owes his rise to the corruption of his family. Years ago, when the House of Mi held the power of State, Pu's father and uncle, by dint of spending tens of thousands of taels in bribery, procured for themselves high and lucrative posts, in which they ruled to the misery and wretchedness of the people. Pu, the son, rose to be a Hanlin, and his father and uncle were promoted to the second rank. When the Dai In Kun came into power their crimes were made public, and, driven to desperation, they secretly joined the conspirators while openly praising the Progressive Party. Their unworthy son afterwards fell a victim to his friend, Tsao Tung-shan, who eventually became the possessor of his favourite concubine and nearly all his fortune. Such was the shameful career of one of Korea's foremost noblemen."

INDIAN PIECE GOODS SEEKING MARKETS.

For years past the mill industry in Bombay has been gradually extending, until now it occupies a very important position in our city and presidency. It gives employment to more than 50,000 persons, and hence its prosperity is a matter of considerable importance to Bombay. Judging from the reports of the dividends the various mill companies are expected to pay for the past half-year, it seems that they must be making handsome profits, owing, we presume, to the present low price of the raw material. But it would appear from a letter which Mr. Damodhur Thackersey Mooljee (a member of the committee of the Millowners' Association) has addressed to the Committee of that body, a copy of which we give elsewhere, that for years past the stocks of piece-goods have been gradually accumulating, until they now amount to about 30,000 bales. And Mr. Damodhur points out that while the stocks of piece-goods have thus been accumulating for years past there are no stocks of yarn. This is accounted for by the fact that years ago, when it was found that there was a difficulty in finding a market here for all the yarn that was spun, the natural course was adopted of finding markets outside India. It was discovered that China and Japan were quite ready to absorb what India could not take, and now the shipments to foreign ports are very large, with the result that there are no stocks of native-made yarn in Bombay. Mr. Damodhur Thackersey proposes that the millowners should adopt the same policy with regard to piece-goods that was years ago taken as regards yarn, namely, that new markets outside India should be found; and that, with a view to carrying out the suggestion, an agent should be sent to the commercial ports of Burma, Siam, China, Japan, Arabia, Persia, Turkey, Mozambique and other likely places, to obtain information as to the goods used at those places, which could be made in the mills here, and to send samples of such goods as are in favour there. It is surprising to find that up to the present time no systematic effort has been made to find markets outside India for the manufactures of Bombay, except yarn, and we think, that in the interest of the trade, it is high time an effort was made in this direction, as there is room for a still larger expansion of the mill industry in Bombay. The Committee of the Millowners' Association appear, from a letter which the secretary has addressed to the members, to have cordially approved of the suggestion, and have invited the members of the Association to consider and adopt it.—*Times of India.*

COMMERCIAL INTELLIGENCE.

WEDNESDAY, 5th September.

OPIUM.

Sales of New Patna at $592½ to $595, and of New Benares at $560 to $562½.

EXPORT CARGO.

Per British ship *G. C. Trufant*, sailed on the 25th August—For New York—17,353 rolls matting, 1,345 pkgs. fire crackers, 554 cases P. L. fans, 425 cases cassia buds, 210 pkgs. canes, 125 boxes ginger, 92 boxes essential oil, 72 pkgs. rattan, 70 boxes straw cuffs, 50 boxes rifles, 45 boxes pith hats, 40 boxes paper, 30 boxes cassia, 20 casks soy, and 1,138 pkgs. merchandise.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand ... 3/7¾
Bank Bills, at 30 days' sight ... 3/8
Bank Bills, at 4 months' sight ... 3/8¼
Credits, at 4 months' sight ... 3/8¼
Documentary Bills, at 4 months' sight ... 3/8½

ON PARIS.—
Bank Bills, on demand ... 4.60
Credits, at 4 months' sight ... 4.70

ON BOMBAY.—Bank, 3 days' sight 224¼

ON CALCUTTA.—Bank, 3 days' sight 224¼

ON SHANGHAI.—
Bank, sight ... 72¼
Private, 30 days' sight ... 73⅛

SHARES.

Hongkong and Shanghai Bank Shares—18[illegible] per cent. premium.

Union Insurance Society of Canton, Limited—$625 per share.

China Traders' Insurance Company's Shares—$82 per share.

North-China Insurance—Tls. 1,300 per share.

Yangtsze Insurance Association—Tls. 1,045 per share.
Chinese Insurance Company, Limited—$220 per share ex dividend.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$105 per share.
Hongkong Fire Insurance Company's Shares—$340 per share.
China Fire Insurance Company's Shares—$74 per share.
Hongkong and Whampoa Dock Company's Shares—57 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$50 premium.
Indo-China Steam Navigation Co.'s Shares—17½ per cent. discount.
China and Manila Steamship Company, Limited, —20 per cent. premium.
Hongkong Gas Company's Shares—$82 per share.
Hongkong Hotel Company's Shares—$175 per share.
China Sugar Refining Company, Limited—$150 per share.
China Sugar Refining Company (Debentures)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—$80 per share.
Hongkong Ice Company's Shares—$160 per share.
Hongkong and China Bakery Company, Limited —$82 per share.

HONGKONG TIDE-TABLE.

6TH TO 12TH SEPTEMBER, 1883.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
		h m	ft. in.	h m	ft. in.
Th.	6	m 11 18	3 3	m 5 31	0 5
		11 21 a	4 1	5 19 a	0 9
F.	7	m 11 41	2 10	m 6 15	0 7
		11 45 a	4 1	5 41 a	1 1
Sat.	8	0 7 a	2 5	m 7 6	0 10
				5 55 a	1 4
S.	9	m 0 14	4 0	m 8 6	1 0
		0 48 a	1 11	8 3 a	1 8
M.	10	m 0 57	4 0	m 9 30	1 0
		no inferior	high	nor low	water.
Tu.	11	m 2 3	3 11	m 11 3	0 10
		no inferior	high	nor low	water.
W.	12	m 3 51	4 0	0 29 a	0 8
		7 50 a	2 4	10 59 a	2 1

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

HONGKONG TEMPERATURE.

(FROM MESSRS FALCONER & Co.'s REGISTER.)

September 5th.

Barometer—9 A.M.	29.924
Barometer—1 P.M.	29.884
Barometer—4 P.M.	29.836
Thermometer—9 A.M.	85
Thermometer—1 P.M.	84
Thermometer—4 P.M.	86
Thermometer—9 A.M. (Wet bulb)	79
Thermometer—1 P.M. (Wet bulb)	78
Thermometer—4 P.M. (Wet bulb)	78
Thermometer—Maximum	85
Thermometer—Minimum (over night)	80

CHINA COAST METEOROLOGICAL REGISTER.

September 5th.

BAROMETER, THERMOMETER, &c.	HONGKONG. Previous day at 4 P.M.	HONGKONG. On date at 10 A.M.	AMOY. Previous day at 4 P.M.	AMOY. On date at 10 A.M.	SHANGHAI. Previous day at 4 P.M.	SHANGHAI. On date at 10 A.M.	MANILA. On date at 10 A.M.	MANILA. On date at 4 P.M.
Barometer	29.93	29.94	29.82	29.81	29.03	29.95	—	—
Thermometer attached	87.0	86.0	—	—	81.0	81.0	—	—
Direction of Wind	E	ESE	SW	NE	S	S	—	—
Force	5	3	2	0	2	3	—	—
Dry Thermometer	86.0	85.0	—	—	80.5	80.5	—	—
Wet Thermometer	77.0	77.0	—	—	77.0	77.0	—	—
Weather	b.c.	b.c.	—	—	bcp	bcpd	—	—
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.
THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.
DIRECTION OF WIND is registered every two points, N. N.N.E., N.E., &c.
FORCE, OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.
STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Bad, threatening. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.
RAIN.—The hours of rain for the previous 24 hours (noon are registered from 1 to 24, and the quantity of water fallen indicated in inches and hundreds.

NOW READY.

CHRONICLE & DIRECTORY

FOR

CHINA, JAPAN, PHILIPPINES, BORNEO, STRAITS SETTLEMENTS, COCHIN CHINA, SIAM, &c.

FOR 1883.

With which is incorporated

THE CHINA DIRECTORY.

The issue for 1883 which is the TWENTY-FIRST ANNUAL PUBLICATION, has been considerably extended, both in the Directory proper and in the Appendix. The ports in BORNEO have been added to the former; whilst the latter includes in addition to the usual contents, the Treaty between BRAZIL and CHINA, the new regulations for the overland trade between RUSSIA and CHINA, the Revised Consular Regulations for the Treaty Ports of China, Pilotage Regulations and other additions.

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LONDON	Messrs. Bates, Hendy & Co.
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Daily Press Office, 27th January, 1883.

INSURANCES.

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.
Hongkong, January 1882. [958

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorised to INSURE against FIRE at Current Rates.

GILMAN & Co.
Hongkong, 1st January, 1882. [18

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (FULLY SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LEUNG ON, Esq., President.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNG, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.
HEAD OFFICE, No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [527

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.
Hongkong, 11th May, 1881. [16

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.
Hongkong, 20th May, 1881. [2

FORTUNA ALLGEMEINE VERSICHERUNGS-ACTIEN-GESELLSCHAFT, BERLIN.

CAPITAL PAID-UP	Mk. 1,500,000.
RESERVE FUNDS	Mk. 780,000.
ANNUAL INCOME	18,774 %.

THE Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.
Hongkong, 1st January, 1882. [1824

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS, Agents, Sun Fire Office.
Hongkong, 12th May, 1881. [15

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [13

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.

BOARD OF DIRECTORS.
TONG KING SING, Esq., Chairman.
CHU YU CHEE, Esq. | CHANG SU HO, Esq.
CHING TO CHAI, Esq. | YIP YU TIN, Esq.
and ten others.
HO SHEN CHEE, Esq., Secretary.

The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.

Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.

HO SHEN CHEE, Secretary.
Head Office, Hankow Road,
Shanghai, 1st June, 1882. [1102

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.
Hongkong, 16th November, 1872. [14

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements	at ⅛ %. Net per Annum.
On First-class Godowns, & Merchandise stored therein	at ⅛ %. Net per Annum.
On Coals	at 1 %. Net per Annum.
On Petroleum in licensed Godowns	at 1½ %. Net per Annum.
On First-class Chinese Tenements	at 2 %. Net per Annum.
On Second-class Chinese Tenements	at 2½ %. Net per Annum.

DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [17

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [11

UNIVERSAL LIFE ASSURANCE SOCIETY.

ESTABLISHED 1834.

INSURANCES Effected for Life or Short Periods; on Joint Lives; and on the limited payment system.

For Particulars, apply to
LINSTEAD & DAVIS, Agents.
Hongkong, 7th December, 1882. [16

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY,	£1,000,000 Sterling.
OF WHICH IS PAID-UP	£100,000 Sterling.
RESERVE FUND UPWARDS OF	£120,000 Sterling.
ANNUAL INCOME	£250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1883. [12

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Glenorchy (str.)	Gedye		Jardine, Matheson & Co.	On or about 17th inst.
LONDON, via SUEZ CANAL	Hector (str.)	Billinge		Butterfield & Swire	On or about 8th inst.
LONDON, via SUEZ CANAL	Diomed (str.)	Jackson		Butterfield & Swire	On or about 15th inst.
LONDON, &c., via SUEZ CANAL	Ancona (str.)	J. B. Chapman		P. & O. S. N. Co.	On 14th inst., at 4 P.M.
MARSEILLES, via SUEZ, &c.	Ava (str.)	Bretel		Messageries Maritimes	To-day, at Noon.
MARSEILLES, via SAIGON, &c.	Europe (str.)	Valladier		Adamson, Bell & Co.	On or about 24th Sept.
NEW YORK	Paul Jones	Gerrish	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Southern Cross	Bailey	Hongkong	Russell & Co.	Quick despatch.
NEW YORK via SUEZ CANAL	Euphrates (str.)	Mitchell		Russell & Co.	Quick despatch.
NEW YORK via SUEZ CANAL	Merionethshire (str.)	Williams		Adamson, Bell & Co.	On 20th Sept.
SAN FRANCISCO	Robert Dixon	Young	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	City of Rio de Janeiro			P. M. S. S. Co.	On 13th Sept., at 3 P.M.
SYDNEY AND MELBOURNE	Suez (str.)	Ainslie	Hongkong	Russell & Co.	On 15th inst., at 5 P.M.
SYDNEY AND MELBOURNE	Woosung (str.)	Hunt		Butterfield & Swire	On or about 20th inst.
CALCUTTA, via STRAITS	Arratoon Apcar (str.)	A. B. Mactavish	Hongkong	David Sassoon, Sons & Co.	On 11th inst., at 3 P.M.
CALCUTTA, via STRAITS	Moray (str.)	Duncan	Hongkong	Jardine, Matheson & Co.	On 11th inst., at 3 P.M.
BOMBAY, via STRAITS	Sumatra (str.)		Hongkong	P. & O. S. N. Co.	On 15th inst., at 4 P.M.
SINGAPORE, PENANG, &c.	Claymore (str.)	Gulland		Turner & Co.	On or about 16th inst.
YOKOHAMA	Selembria (str.)	Fowler		Russell & Co.	To-morrow Daylight.
YOKOHAMA	Tanais (str.)	Vaquier	Hongkong	Messageries Maritimes	Quick despatch.
YOKOHAMA, via NAGASAKI, &c.	Zambesi (str.)			P. & O. S. N. Co.	On 15th inst., at Noon.
NAGASAKI, KOBE, &c.	Kumamoto Maru (str.)	Drummond		M. B. M. S. S. Co.	On 14th inst., at 4 P.M.
SHANGHAI	Oxus (str.)	Rapatel		Messageries Maritimes	Quick despatch.
SHANGHAI	Deccan (str.)			P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Fooksang (str.)	Hogg	Hongkong	Jardine, Matheson & Co.	To-morrow, at 4 P.M.
SHANGHAI	Cambodia (str.)	Wildgoose		Russell & Co.	Quick despatch.
SHANGHAI via AMOY	Laertes (str.)	Scale		Butterfield & Swire	On or about 7th inst.
SHANGHAI via AMOY	Antenor (str.)	Bragg		Butterfield & Swire	On or about 11th inst.
MANILA	Don Juan (str.)	J. Marquez	Hongkong	Brandaõ & Co.	To-day, at 6 P.M.
SWATOW, SINGAPORE, &c.	Mongkut (str.)	P. H. Loff	Hongkong	Yuen Fat Hong	To-day, at Noon.
SWATOW, AMOY, & F'CHOW.	Kwangtung (str.)	Abbott	Hongkong	Douglas Lapraik & Co.	To-day, at Noon.
SWATOW, AMOY, &c.	Fokien (str.)	Harris	Hongkong	Douglas Lapraik & Co.	On 8th inst., at 4 P.M.

INSURANCES.

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY, OF NEW ZEALAND.

CAPITAL £1,000,000
(ONE MILLION STERLING.)

UNLIMITED LIABILITY OF SHAREHOLDERS.

THE Undersigned, having been Appointed Agents for the above Company, are Prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual discounts.

RUSSELL & Co., Agents.
Hongkong, 1st September, 1882. [1635

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED TO ½ PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company.
Hongkong, 9th May, 1881. [60

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ %, nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE, Secretary.
Hongkong, 27th March, 1882. [692

FOR SALE.

FOR SALE.

CHAMPAGNE, 1874
HEIDSIECK & Co.'s
MONOPOLE.

CARLOWITZ & CO.
Hongkong, 1st July, 1881. [1259

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE 1874, "WEISSLACK."

$20	per case of 2 dozen pints.
$19	per case of 1 dozen quarts.

GRAND VIN CHATEAU LEOVILLE.

$24	per case of 1 dozen quarts.

PALMER MARGAUX.

$7.50	per case of 1 dozen quarts.
$8.50	per case of 2 dozen pints.

CHATEAU LAROSE.

$12	per case of 1 dozen quarts.

LORMONT.

$5	per case of 1 dozen quarts.
$6	per case of 2 dozen pints.

SIEMSSEN & Co.
Hongkong, 26th March, 1881. [20

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE, By Dr. DEVAN, With many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE:—

In Paper Wrapper	$1.50
Neatly Bound	$2.00

Apply at the *Daily Press* Office.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

LONDON:
TRUBNER & Co., 60, PATERNOSTER ROW.
HONGKONG
"DAILY PRESS" OFFICE WYNDHAM ST.

THE CHUNG NGOI SAN PO (Chinese *Daily Press*), PUBLISHED DAILY,

Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

Hongkong, 16th January, 1877.

INTIMATIONS.

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL, PARIS, 1878.

Sold by all Stationers and Dealers. [929

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.
Hongkong, 11th April, 1883. [1155

VESSELS ON THE BERTH.

FOR SWATOW, SINGAPORE, AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer

"MONGKUT,"

Captain P. H. Loff, will be despatched for the above Ports TO-DAY, the 6th instant, at NOON.

For Freight or Passage, apply to
YUEN FAT HONG, Agents.
Hongkong, 5th September, 1883. [1662

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW

THE Steamship

"KWANGTUNG,"

Captain Abbott, will be despatched for the above Ports TO-DAY, the 6th instant, at NOON, instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., General Managers.
Hongkong, 5th September, 1883. [1663

UNION LINE.

FOR YOKOHAMA.

THE Steamship

"SELEMBRIA,"

Captain Fowler, will be despatched for the above Port TO-MORROW, the 7th instant, at DAYLIGHT.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 5th September, 1883. [1659

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"FOKIEN,"

Captain Harris, will be despatched for the above Ports on SATURDAY, the 8th instant, at FOUR P.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., General Managers.
Hongkong, 5th September, 1883. [1664

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Chartered Steamship

"MORAY,"

Captain Duncan, will be despatched for the above Ports on TUESDAY, the 11th instant, at THREE P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 4th September, 1883. [1554

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain A. B. MacTavish, will be despatched for the above Ports on TUESDAY, the 11th instant, at THREE P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co., Agents.
Hongkong, 4th September, 1883. [1657

GEO. R. STEVENS & Co.'s LINE.

FOR SYDNEY AND MELBOURNE, (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, AND TASMANIAN PORTS, NEW CALEDONIA AND FIJI.)

THE Steamship

"SUEZ,"

Captain Ainslie, will be despatched as above on SATURDAY, the 15th instant, at FIVE P.M.

For Freight or Passage, apply to
RUSSELL & Co., Agents.
Hongkong, 5th September, 1883. [1661

FOR SYDNEY AND MELBOURNE, (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND.)

THE Steamship

"WOOSUNG,"

Captain Hunt, will be despatched on or about the 20th instant.

This vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st September, 1883. [1638

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"SOUTHERN CROSS,"

Bailey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 30th August, 1883. [1617

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Ship

"ROBERT DIXON,"

Young, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 3rd September, 1883. [1648

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"PAUL JONES,"

Gerrish, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 30th August, 1883. [1616

VESSELS ON THE BERTH.

UNION LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EUPHRATES,"

Captain Mitchell, will be despatched for the above Port on or about the 4th September.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 31st August 1883. [1620

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship

"LAERTES,"

Captain Scale, will be despatched on or about the 7th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st September, 1883. [1639

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"

Captain Billinge, will be despatched on or about the 8th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st September, 1883. [1552

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE).

THE Company's Steamship

"ANTENOR,"

Captain Bragg, will be despatched on or about the 11th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th September, 1883. [1652

STEAM TO YOKOHAMA VIA NAGASAKI AND HIOGO.

(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship

"ZAMBESI,"

will leave for the above place on SATURDAY, the 15th September, at 12 (NOON) O'CLOCK.

E. L. WOODIN, Acting Superintendent.
Hongkong, 3rd September, 1883.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"DECCAN,"

will leave for the above place about 24 hours after her arrival with the next English mail.

E. L. WOODIN, Acting Superintendent.
Hongkong, 4th September, 1883.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENORCHY,"

Captain Gedye, will be despatched as above on or about the 17th instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 3rd September, 1883. [1649

SHIRE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE,"

Williams, Commander, will be despatched on 20th September.

For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 31st August, 1883. [1495

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"OXUS,"

Captain Rapatel, will be despatched for SHANGHAI, shortly after her arrival from Europe.

G. DE CHAMPEAUX, Agent.
Hongkong, 3rd September, 1883.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship.

"TANAIS,"

Captain Vaquier, will be despatched for YOKOHAMA, shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.
Hongkong, 3rd September, 1883.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

THE Steamship

"EUROPE,"

Valladier, Commander, will sail on or about the 24th September, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.

The Company has a forwarding Agency at Paris, 9, RUE DE ROUGEMONT, giving special facilities to Shippers.

Each steamer carries a Surgeon and Stewardess. The line is noted for its cuisine, and Beer and table Wines are included in the passage money.

RETURN TICKETS are now granted by the Steamers of this line available for 6 or 12 months to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

Special rates are arranged for families.

For Freight or Passage, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 28th August, 1883. [1603

VESSELS ON THE BERTH.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

ALSO,

PONDICHERRY, MADRAS, CALCUTTA, AND ALL INDIAN PORTS, MAHE, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 6th day of September, 1883, at NOON, the Company's Steamship "AVA," Commandant Bretel, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 5th September, 1883.

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 5th September, 1883. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 28th August, 1883.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF RIO DE JANEIRO," will be despatched for San Francisco, via Yokohama, on THURSDAY, the 13th Sept., 1883, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 %, from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 12th September. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.
Hongkong, 27th August, 1883.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, MARSEILLES, BRINDISI, TRIESTE, VENICE, AND LONDON;

ALSO

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ANCONA," Captain J. B. Chapman, with Her Majesty's Mails, will be despatched from this for LONDON Direct via SUEZ CANAL and usual ports of call, on FRIDAY, the 14th September, at FOUR P.M.

Cargo will be received on board and Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

CHEAP RESERVED ACCOMMODATION can be obtained in this Company's Steamers; for particulars apply at the Office.

N.B.—This steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Acting Superintendent.
Hongkong, 3rd September, 1883.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO NAGASAKI AND KOBE, VIA INLAND SEA.

(Taking Cargo for YOKOHAMA and VLADIVOSTOCK).

THE "KUMAMOTO-MARU," Captain DRUMMOND, due here on or about the 9th instant, will be despatched as above on FRIDAY, the 14th instant, at FOUR P.M.

Cargo received on board and Parcels at the Office up to ONE P.M., of the day of Sailing.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognised.

Cargo and Passengers will be transhipped for Vladivostock at Nagasaki.

For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs. Russell & Co.

H. J. H. TRIPP, Agent.
Hongkong, 6th September, 1883.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

AMOY, Brit. str., C. Herrmann.—Siemssen & Co.
ANNA, Ger. bk., W. Jessen.—Wieler & Co.
ARRATOON APCAR, Brit. str., MacTavish.—D. Sassoon, Sons & Co.
BONITO, Ger. bark, H. Haase.—Wieler & Co.
CITADEL, Brit. 3-m. schooner, H. Morrison.—Chinese.
CHANDERNAGOR, Ger. bk., G. Sathre.—Chinese.
CHEANG HOCK KIAN, Brit. str., F. Webb.—Bun Hin & Co.
CRUSADER, British steamer, Rowin.—Arnhold, Karberg & Co.
C. T. HOOK, Brit. str., W. Jarvis.—Thomas Howard & Co.
DE BAY, Brit. str., Lee.—Adamson, Bell & Co.
ESMERALDA, Brit. str., Wright.—Russell & Co.
FORMOSA, Brit. schr., Quayle.—Siemssen & Co.
GLENELG, Brit. str., Speechly.
HANSA, Ger. bark, Deneken.—Wieler & Co.
LOONG WHA, Brit. 3-m. schooner, G. Graham.—Chinese.
MARIE, Ger. bk., G. Thomasschefsky.—Captain.
MONGKUT, Brit. str., Loff.—Yuen Fat Hong.
PHRA CHULA CHOM KLAO, Brit. str., Lightwood.—Hop Hing Hong.
SATURNUS, Ger. bark, Schade.—Siemssen & Co.
SUEZ, Brit. str., G. Ainslie.—Russell & Co.
TWILIGHT, Am. ship, Warland.—Adamson, Bell & Co.
VELOCITY, Brit. str., R. Martin.—Pustau & Co.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'

Merchant Navy / Navy Boiled / Long Flax / Crown } CANVAS.

ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [21

MAIL EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Oxus*, with the next French mail, passed Cape St. James at 7.45 a.m. on the 5th, and is due here on the 8th inst.

STEAMERS EXPECTED.

The O. S. S. Co.'s steamer *Laertes*, from London, left Singapore on the afternoon of the 31st August, and may be expected to arrive here on or about the 7th September.

The O. S. S. Co.'s steamer *Antenor*, from Liverpool, left Singapore on the afternoon of the 3rd, and is due here on the 9th instant.

The steamer *Naples* left Sydney on the 16th August, and is due here on or about the 10th September.

The N. I. S. N. Co.'s steamer *Compta* left Batavia on the 1st, and is due here on or about the 11th inst.

The Union Line steamer *Cambodia* left Singapore on the morning of the 5th, and is due here on the 11th inst.

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Swatow and Shanghai.—Per *Lee-yuen*, to-day, the 6th instant, at 8.30 A.M.

For Swatow, Singapore, and Bangkok.—Per *Mongkut*, to-day, the 6th Sept., at 10.30 A.M.

For Shanghai.—Per *Fu-yew*, to-day, the 6th inst., at 3.30 P.M.

For Swatow and Amoy.—Per *Duburg*, to-day, the 6th inst., at 3.30 P.M.

For Yokohama.—Per *Selembria*, to-day, the 6th Sept., at 5.00 P.M.

For Shanghai.—Per *Fooksang*, to-morrow, the 7th September, at 3.30 P.M.

For Nagasaki, Hiogo, and Yokohama.—Per *Zambesi*, on Saturday, the 15th Sept., at 11.30 A.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "AVA," will be despatched on THURSDAY, the 6th September, with Mails to the United Kingdom, Europe, and places beyond, *via* Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "CITY OF RIO DE JANEIRO," will be despatched on THURSDAY, the 13th September, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 P.M., Registry ceases.
2.30 P.M., Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "ANCONA" will be despatched on FRIDAY, the 14th September, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

TEA MUSTERS.

Persons who send Musters of Tea through the Post in Tins are requested to have them made flat or square instead of round, as it is impossible to pack round tins securely in the mail bags. It is believed that the tea will travel more safely in flat tins, which are not so liable as round ones to be bulged in.

4 by 3 by 1½ inches is suggested as a good size. The tins should not have sharp corners.

Boxes of letters are sometimes received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a seal.

The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a chit-book or receipt with them. The omission of the latter, precaution leaves a doubt as to whether the contents of the box ever reached the Post Office; the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.

LOCAL AND INDIAN PARCEL POST.

1.—Small Parcels may be sent by Post at Book-Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, weigh more than 5lbs., nor be smaller than 3 in. by 2 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement, *Parcel, containing no Letter*, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China, the Postmasters and Agents of this Office are allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

MONEY LETTERS.

Public attention is called to the following extract from the Hongkong Postal Guide, Paragraph 60:—

"The Post Office declines all responsibility for unregistered Letters containing Bank Notes &c., and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters."

EXTRACTS.

A MOST INTENSE YOUNG MAN.

I'm a soulful young person, of tastes most æsthetic,
My thoughts chiefly soaring in regions sublime,
To this everyday world I am quite apathetic,
In my eager endeavours Parnassus to climb.

The sight of a sunflower always infuses
My soul with a feeling of peaceful content,
And I cannot refrain from invoking the muses,
When my nose is assailed by the lily's pure scent.

At times I feel quite too intensely delirious,
From drinking so deeply of art's purest rills;
But my friends all assure me, they're certain I'm bilious;
And advise me to "try some of Blak Lye's famed pills!"

In style early English my room I've embellished,
With an eye to the blending of shadow and light,
But which (to speak fairly) is not greatly relished
By my guests, who pronounce it "A regular fright."

The paper—they say—bears the tint of cold custard,
The blinds being suggestive of boarding-house soup
While my rare China stock, on the mantelpiece clustered,
They denounce in plain terms as a "hideous group."

Many pictures, of course, on the walls are suspended,
In the deepest of hues; but the highest of style,
And six braces of peacocks their feathers have blended
In this my apartment my eyes to beguile.

For months not an oar (nor yet scull) have I wielded,
And bicycles too I've felt bound to revoke,
'Tis an age since at cricket I "batted" or "fielded,"
And I almost forget that I once used to smoke!

In short, I'm a party of tastes most æsthetic,
So beyondly consummate and highly sublime,
That to all these pursuits I am quite apathetic
In my eager endeavours Parnassus to climb.

TEARS AMONG THE LOWER ANIMALS.

A monkey kept in the Zoological Gardens was repeatedly seen, when grieved, or even when expressions of pity towards it were employed, to weep so copiously that the tears rolled down. But two similar specimens subsequently kept in the Gardens were never seen to weep, though they were carefully observed by the keeper and Mr. Darwin when they were much distressed and were screaming loudly. In other cases disappointment and fear caused the eyes to fill with tears, though the supply of fluid was not sufficiently abundant to produce an overflow. But whether weeping is or is not usual with monkey, that some of them do shed tears seems to be sufficiently established. Upon making inquiry at the Zoological Gardens with respect to the display of emotion by some of its present inhabitants, it appeared that there is now in the monkey-house no monkey which weeps. Rage and anger are shown by the gnashing of teeth; grief and sorrow by lying down dejected. There is, however, one black monkey from the East Indies, which, when pleased or elated, makes some notable approach to a laugh. The orang lately acquired seemed to have her eyes watery; but this was probably from their being weak or somewhat irritated. There was no indication of emotional tears. From the rarity of tears among monkeys it would seem that with them the emotion of grief is less developed than that of joy. Their view of life can scarcely, therefore, be pessimistic. Of the elephants, the large-eared African species were said to be more prone to shed tears than the Asiatic, letting them flow on comparatively slight occasions.—*Globe.*

THE TRUE STORY OF ROBIN ADAIR.

"If thou dost love, pronounce it faithfully;
Or if thou think'st I am too quickly won,
I'll frown, and be perverse, and say thee nay,
So thou wilt woo; but, else, not for the world."

The circumstances under which were composed the touching verses that usually pass by the title of "Robin Adair," form a veritable idyll of actual life. We have no story to tell of a hopeless passion ending in despair, no tale of rash lovers parted by the commands of harsher, it may be wiser, parents, or by the deadly whispered voices of slanderous tongues. Our brief, simple chronicle must needs disappoint those who, with Lydia Languish, regard with dismay the possibility that *They* should ever live to be hailed by the prosaic law-abiding designation of spinster. We propose to treat of what we will at once confess to be, from one point of view, scarcely more than the ordinary course of a love match with the, perhaps, less ordinary sequel of a very happy marriage. But many circumstances connected with the romantic union are not commonly known. In so far as they may be legitimately recounted without trespassing upon the just susceptibilities of living members of the families concerned we can fairly communicate them to our readers.

In the fashionable haunts of the latter half of the last century a conspicuous and favourite figure was that of him who was generally distinguished by the name of "the fortunate Irishman." Much of his success was due to a singularly handsome person, set off by a winning charm of manner and address, and combined with a tolerable share of the confidence and self-esteem neither unnatural nor peculiar to his race. To these endowments he was indebted for an alliance which gave him an *entrée* into that society where he could display them with advantage and use them with credit. From his antecedents Robert Adair derived next to nothing; his parentage was obscure, and, indeed, cannot with any certainty be traced. A native of Dublin, and educated as a surgeon, he quitted that city in early life upon the discovery of an intrigue in which he had heedlessly engaged. Seeking refuge or oblivion in a somewhat ignominious flight, he landed at Holyhead, and with resources that had ever been but of the slightest, found himself with no immediate prospect of subsistence. But from this moment the good fortune crossed his path which never forsook him throughout his career. Starting for London on foot he had not proceeded far when his attention was directed to a carriage that had overturned on the way. Hastening to the rescue, he found its sole occupant to be a lady of quality, then very well known in polite circles. Adair's services were gratefully accepted, and the lady, being hurt in the accident, on learning he had pretensions to medical skill, availed herself of his further offers of advice, and ultimately proposed that he should attend her upon her journey to town. Arriving in London, his patroness presented him with a fee of one hundred guineas, and gave him a general invitation to her house. Of this adventure Adair always spoke in after life with considerable feeling, averring that the time, no less than the amount of the fee, was of the greatest use to him, who was then well-nigh destitute. The introductions he gained by this lady's acquaintance were of greater service to him still; and he rapidly emerged from his condition of obscurity. One evening, at a rout in her house, he was presented to a partner upon whom he at once made an impression which affected the whole course of her existence. This was the Lady Caroline Kepple, second daughter of William Anne, second Earl of Albemarle, by his wife Anne, daughter of Charles Lennox, first Duke of Richmond. She who could boast of her not remote descent from a Stuart king, and from the ancient house of the Van Keppels of Vervorde and Wassenbergh, forgetfully of her proud lineage, fell violently in love with the Irish surgeon, and, it is said, so unsuccessfully concealed her sudden emotions as to attract the notice of many in the company. Amongst those, we may be sure, was he who inspired them. Unabashed, he pursued his advantage within becoming limits. From that evening began an attachment which nothing could dissipate, the Albemarles and Richmonds meanwhile looking on in the blankest dismay, shocked at the prospect of so terrible a *mésalliance*. Every means were adopted to induce Lady Caroline to change her mind. Diversions, a long journey, a desirable offer—every mode, in effort, of avoiding what was considered as an improper match, was tried in turn. Taken by her friends to Bath, that she might be separated from her lover, Lady Caroline is said to have composed the song of "Robin Adair," set to a plaintive Irish tune (resembling that of "Kathleen Aroon") which she had learned from him. Even if not written by her, the verses are simply expressive of her state of mind at this juncture. They corroborate the facts already related, and which, though now merely a family tradition, were well known at the time. There can thus be no doubt as to the source of the pathetic lines, of which the words, as originally written, ran thus:

"What's this dull town to me?
Robin's not near;
He whom I wish to see,
Wish for to hear.
Where's all the joy and mirth,
Made life a heaven on earth?
Oh! they're all fled with thee,
Robin Adair!

"What made the assembly shine?
Robin Adair!
What made the ball so fine?
Robin was there!
What, when the play was o'er,
What made my heart so sore?
Oh! it was parting with
Robin Adair!

"But now thou art far from me,
Robin Adair!
But now I never see
Robin Adair!
Yet he I love so well
Still in my heart shall dwell;
Oh! can I ne'er forget
Robin Adair!"

But all this scheming proved in vain; Lady Caroline's health became plainly impaired; her relations found that whilst it had been possible to prevent, they could not resist the lovers' affection, and were at length forced to own that a recognised espousal was the honourable, and, indeed, the only solution that could secure their child's happiness—nay, her very life.

In the *Grand Magazine of Universal Intelligence* for 1758 their marriage is thus announced: "February 22nd: Robert Adair, Esq.: to the Right Honourable the Lady Caroline Keppel." Within a few days Adair was appointed Inspector-General of Military Hospitals, and subsequently becoming a favourite of the King, was made Surgeon-General, King's Serjeant-Surgeon, and Surgeon of Chelsea Hospital. Very fortunate men have seldom many friends, but Adair, by dec[illegible]g a baronetcy, which the sovereign offere[illegible] him for surgical attendance upon the D[illegible] of Gloucester, actually acquired considerable popularity before his death, which took place when he was nearly fourscore years of age, in 1790. His obituary notice in the *Gentleman's Magazine* comprises a passable set of verses.

Lady Caroline Adair did not long enjoy her married life. The decline which ensued upon her earlier distress quickly gained ground, and she died of consumption soon after the birth of her third child. Upon her death-bed she begged her husband to wear mourning for her as long as he lived. This injunction he scrupulously observed, save on the birthdays of the King and Queen, when his duty to them required his attendance at court in full dress. If his wife's intention was to ensure that he should not marry again, her purpose was effected, for he did not take a second wife, though he was the object of several intimations that a proposal from him would not meet with a denial. His only son, the Right Honourable Sir Robert Adair, G.C.B., served his country with distinction as a diplomatist. Dying in 1855, aged 92, he was the last surviving political and private friend of his relative Charles James Fox, whose father had married a daughter of the second Duke of Richmond. He is satirised in Canning's *Rovers* as "Rogero," the unlucky student, lover of "sweet Matilda Pottingen," having been expressly educated for the diplomatic corps at the University of Gottingen.—W. E. MILLIKEN, in *Times.*

SPOOPENDYKE BUYS A PRINTING PRESS.

Spoopendyke came home one night bringing a small bundle in his arms.

"It's a printing press, on which I expect to do all my own printing hereafter," he said.

"Oh, but isn't that lovely?" fluttered Mrs. Spoopendyke, rushing to her husband's side; "and can't we do the loveliest things with it? Is it the kind that the *Herald* and *Sun* and all those papers are printed with?"

"Oh, yes, Mrs. Spoopendyke," growled her husband; "you've hit it exactly. This is the very kind. I got Mr. Bennet to kindly try it on, so as to get it the same size as the *Herald* is printed on."

"And will you print papers with yours, like Mr. Bennet and other editors?" continued Mrs. Spoopendyke, timidly.

"Oh, but won't I though!" yelled her husband. "It needed an enlightened female to think of that. You've struck the proper plan. Think you can print a fifty by sixty show-bill with a three by four press? Well, I tell ye that ye can't. Can you get it into your measly head that this is a card press, and can only print a card 3in. by 4in?"

"Oh, it's a card press, is it?" ventured Mrs. Spoopendyke; "then we can print those beautiful Christmas cards on it, can't we?"

"Now you've got it," yelled her husband. "That's the idea. It prints in thirty-five different colours at one impression, and any design, from the picture of an old crank with a sealskin overcoat, loafing around somebody's chimney with a game-bag full of jumping-jacks, to the New Year, 1883, represented by a hump-back baby dressed in a broad grin, with a napkin tied around his waist, driving out the old year, dressed as an old tramp with a mowing-machine and a gallon jug of whisky under his arm. That's the idea, exactly. Think you can print chromos and lithographs on it, don't you? Well, you can't. You can only print one colour, and that is black. Think you can grasp it now?"

"Well," said Mrs. Spoopendyke, "I suppose you can print visiting cards on it?"

"Yes, Mrs. Spoopendyke, I can," said her husband, in a softer tone, and he grew in a much better humour as he proceeded to show his wife the press, and exhibit his dexterity in the use of the type and the press.

At last he got his worthy helpmeet's name set up in type, and proceeded to put the chase on the press with a grand flourish. But in an evil hour he had forgotten to key it up, and at a touch the whole business went into pi, and at the next fell in a confused mass all over the carpet.

"Why, what makes it do that?" said Mrs. Spoopendyke, laughing.

"What makes it do what, Mrs. S.?" answered her husband, as he hit his head on a corner of a table in a mad dive after the type. "What d'ye s'pose makes it do it? What makes anything do anything? If I had your talent for asking idiotic questions I'd get a glass of beer and a three-inch paper collar, and hire out as a prosecuting attorney."

By this time the worthy gentleman had got the name set up and securely fastened, and was printing with great gusto; but he had, unfortunately, set the type in the wrong order, and the first eight perfumed visiting-cards came out like the following:—

.ekydnepoopS srM

When Mrs. Spoopendyke saw it, she set up a little scream. "Oh, isn't that funny, though? What makes it wrong side up?"

"Funny!" howled her husband, with horrid derision, as he grasped the situation. "It's a perfect thunderbolt of fun. It's the most deliciously humorous thing of the century. All you need is an advertisement of liver pills on the cover, and a joke about a goat on the first page, to be a comic almanac. With your appreciation of humour, all you need is a broad grin and $3,000 worth of stolen diamonds to be the leading comedienne of the American boards. Can't you see the measly type's turned wrong? They have only got to be turned around the other way."

After half-an-hour of diligent labour the types were again in position, securely keyed up, and put on the press.

When the final arrangements were completed Mr. Spoopendyke turned round to wink at the baby, and incautiously left his thumb over the edge of the press. As luck would have it, Mrs. Spoopendyke, in her anxiety to show her husband how well she understood and appreciated the press, brought the lever down, and the press closed on that gentleman's thumb, making him jump 4ft., and utter an exclamation that would have made the second lieutenant of a company of pirates blush. "Confound the measly printing press!" he shrieked, as he smashed the base burner with it, and then he threw it in the alley. "Haven't you got any sense scarcely? Why don't you go on with the entertainment? The measly thing only got as far as the bone. Why don't you finish the chapter?" and Mr. Spoopendyke danced upstairs, five at a time, with a parting injunction to his wife to hire out for a slaugther-house.

"Well," said Mrs. Spoopendyke, as she picked up the baby, and put a pitcher of water where her husband would be sure to fall over it when he went downstairs in the morning, "if we have so much trouble in printing one word, I wonder how Mr. Bennet gets along with a whole newspaper to print."—*Brooklyn Eagle.*

THE BRITISH RACE.

The feature of London that always strikes me the most forcibly when I come here from Paris is the superior physique of the people. The average British male is a fine-looking creature. The great, broad-shouldered, sinewy-looking men look as though the old legend of one Englishman being a match for ten Frenchmen was strictly founded on fact. And the young men are such fresh-cheeked, clear-limbed, clear-eyed fellows that it does one good to look at them after a long course of gazing at the small, sallow, keen-eyed Parisians. I am beginning, too, to wake up to an appreciation of the remarkable beauty of the English women. They do their best to blot it out under garments hideous in shape and exasperating in colour; but the beauty is there, and an analyst of feminine charms can recognize it, despite the drawbacks of ill-dressed hair and ill-fitting gowns, boots and gloves. Such beautiful hair as one sees on the heads of young girls, who can do nothing better with profuse silken locks of a pale gold that would drive a Parisian coiffeur half wild with admiration than to scratch them back off their foreheads and twist them up in a hard little ball behind. And then their complexions—cream and roses afford the only comparisons possible. Add to this such arms and a neck as a sculptor would be proud to model, and the result is—a dowdy. Well dressed, one-half of the young English women that one sees would be flesh-and-blood Venuses. As it is, they are merely commonplace girls with a touch of the absurd about their appearance. Now and then one sees a face so fresh, so fair, so charming in its blooming youth and innocent candour, that it is lovely in spite of combed-back hair and a horrible bonnet. But it must be very lovely to stand such a test, and not one in a thousand can do so. One thing that is very odd about English ladies is the fact that they never care to have their dresses fit. They wear gowns the cut of which would drive an average American female wild with misery. I was at the opera last night, and in front of me sat a young lady wearing a dress of pale blue brocade trimmed with pear passementerie. It laced up the back, and one side of the corsage was fully half an inch higher than the other, to say nothing of such minor defects as sleeves cut out very much in the back, and a general series of wrinkles all over the corsage. This is rather an extreme case, but as a rule the dresses worn by English women do not make even a feeble pretence at fitting them.—London Correspondent of *Philadelphia Telegraph.*

EDGAR A. POE.

"What do you want to know about Eddie Poe?" Mrs. Cromwell said, "he's been dead so long I thought he was forgotten. Well, its mighty curious. You folks think more of him now than you did when he was alive."

"You knew him?" the reporter asked.

"Knew Eddie Poe? Why I was the first neighbour his folks got acquainted with when they moved out here 37 years ago. Mr. Poe found me himself in the cherry tree and he took me right over to see his wife, poor woman, and his mother-in-law. I used to go there very often?"

"Did you know much of the family?"

"I knew they were mighty poor—poorer than I was or ever expect to be. They lived hard over there, and didn't have much that was nice. Mr. Poe was a good man—when he wasn't drinking. He seemed very fond of that poor, sick wife of his. Mrs. Clemm used to watch him mighty close, and I've known her to go to New York twice a day to 'tend his business, just to keep him from going. She knew he would get in bad company and go to drinking again. Why, I've seen him when three men couldn't hold him in the bed. But there wasn't a better man in the world when he was sober. He was very fond of flowers and used to tramp all over the woods to find 'em. He loved birds, too, and had lots of 'em singing in his yard. He was the greatest walker I ever saw, and used to go to white Plains—sixteen miles—and back in a day; many's the night he has wandered over these hills without a coat or a hat."

"When his wife died Mr. Poe took it mighty hard. She was buried in the old Dutch cemetery, but they afterwards moved her to Baltimore, about five years ago. He used to cry over her grave every day and kept it green with flowers."

"You have some relics, I believe?"

"This is the chair he used to sit in," said the old lady, rising slowly. "It's just exactly like it was when I got it, except that iron strap on the arm. Somebody broke it and I had it mended. Here is his own Bible, and his clock is upstairs, if you want to see it."

"It is an eight-day clock—running yet, as it has for thirty-six years. The chair has been in constant use, but has the same cane in the back and seat it had when the poet sat in it.

"I bought the chair and clock," continued Mrs. Cromwell, "but Mrs. Clemm gave me the Bible, and I'll never part with it. I might sell the other things, but if you all are going to think so much of Mr. Poe, I guess I'll have to think something of him, too."

In the old Bible one passage was found marked—Job vii, 15—"I loathe it; I would not live always; let me alone, for my days are vanity."

"Where did you get those flowers?" Mrs. Cromwell asked. "Over at the cottage, I reckon. You are all just alike and go crazy about nothing. I wonder how many more will want to hear about Eddie Poe?"—*New York Herald.*

HONGKONG MARKETS.

As Reported by Chinese on the 5th Sept. 1883.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15 lbs., per piece	$3.00 to 3.05
Cotton Yarn, No. 16 to 24, per 400 lbs.	$88.50 to 95.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$113.00 to 116.50
Cotton Yarn, Bombay	$78.00 to 79.50
Chints, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 3.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.35 to 2.60
English Drills, 15 lbs., per piece	$2.95 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.60
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.23
Grey Shirtings, 9 lbs., per piece	$2.05 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.99
GreyT-Cloths, 24yds. & 32in. 6lbs. p. pc.	$1.20 to 1.25
GreyT-Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.35 to 1.70
GreyT-Cloths, 24yds 36in 8lbs. XO p. pc.	$1.60 to 1.85
GreyT-Cloths, 24yds 36in 8lbs. VV p. pc.	$2.30 to 2.35
GreyT-Cloths, 24yds 36in 8lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.63
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.66 to 0.78
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.23
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.80 to 5.32
White Shirtings, MH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.35 to 4.45
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$10.50 to 17.00
Camlets, AAA, per piece	$10.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.65 to 6.70
Long Ells, MM Assorted per piece	$6.65 to 6.70
Long Ells, HH Scarlet, per piece	$6.85 to 7.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Lastings, DD, per piece	$12.50 to 18.20
Spanish Stripes, per yard	$0.72 to 0.78

METALS.

Iron, Nail Road, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$4.25 to 6.35
Lead, WB, per picul	$5.00 to 5.10
Lead, LB, per picul	$4.90 to 4.95
Lead, Hole Chop, per picul	$4.85 to 5.90
Quicksilver, English, per picul	$56.00 to 56.20
Quicksilver, American, per picul	$56.10 to 56.40
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.95
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$23.20 to 24.00
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.60 to 12.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$73.00 to 73.50
Birds' Nests, 1st quality, per picul	$1,650 to 2,550
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.90 to 8.00
Camphor, packed, per picul	$17.50 to 19.50
Camphor, Baroos, clean, per picul	$3,500 to 3,800
Camphor, Refuse, per picul	$1,800 to 1,950
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$22.00 to 23.00
Cloves, per picul	$35.00 to 35.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.80 to 16.30
Cotton, Calcutta, per picul	$17.60 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.80 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.80
Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tungchow, per picul	$17.50 to 18.30
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 2.8.0 to 2.9.0
Dates, Red, per picul	Tls. 2.2.5 to 2.3.5
Dried Lily Flowers	$7.85 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.48 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.35
Fungus	$30.00 to 31.60
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul.	$200 to 235
Ginseng, American, 2nd quality, p. picul.	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$34.00 to 41.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Pea Oil, per picul	Tls. 6.2.0 to 6.3.0
Peas, White, per picul	$2.05 to 2.10
Peas, Green, per picul	$1.98 to 2.08
Peas, Black, per picul	$1.53 to 1.55
Peas, Yellow, per picul	$1.31 to 1.87
Peas, Green Beans, per picul	$1.81 to 1.89
Pearl Barley, per picul	$6.50 to 7.50
Potatoe Flour, per picul	Tls. 1.3.0 to 1.6.5
Putchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,000 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.95 to 1.96
Rice, Siam, No. 2, per picul	$1.82 to 1.83
Rice, Siam, milled No. 1, per picul	$1.82 to 1.83
Rice, Siam, milled No. 2, per picul	$1.67 to 1.68
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.75 to 1.76
Rice, Saigon, Straw bags	$1.71 to 1.72
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$5.95 to 6.25
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sesamum, White, per picul	$3.85 to 3.95
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.5
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 39.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.—	
Betel Nut, per picul	$4.15 to 4.25
Pepper, White, per picul	$21.70 to 22.00
Pepper, Black, per picul	$13.50 to 13.90
Rattan, Straits, per picul	$5.30 to 5.50
Rattans, Bangar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.30 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pcl.	$7.50 to 8.05
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.75 to 6.93
Sugar, Shek-lung, Brown, per picul	$4.25 to 4.30
Sugar Candy, Shek-lung, per picul	$8.00 to 9.06
Sugar Candy, Foochow, per picul	$9.65 to 9.70
Sugar Candy, Swatow, White, per picul.	$6.75 to 7.80
Vermicelli, Tientsin, per picul	$7.60 to 7.70
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.11
Wood Oil, per picul	Tls. 6.1.0 to 6.3.5
Window Glass, per box	$3.65 to 3.70

SHIPPING IN THE CHINA WATERS.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
HONGKONG.						
Steamers.						
Amoy	Aug. 17	C. Herrmann	Brit. str	814	Siemssen & Co	
Anton	Sept. 2	Schroder	Ger. str	395	Wieler & Co	
Arratoon Apcar	Aug. 30	Mactavish	Brit. str	1392	D. Sassoon, Sons & Co	Calcutta
Ava	Sept. 4	Bretel	Fr. str	2093	Messageries Maritimes	Europe
Benarty	Sept. 3	Bautillier	Brit. str	1119	Gibb, Livingston & Co	
C. of R. Janeiro	Sept. 1	Seabury	Amr. str	2275	P. M. S. S. Co	S. Francisco
C. T. Hook	Sept. 3	W. Jarvis	Brit. str	902	Thomas Howard & Co	
Crusader	Aug. 31	Rowia	Brit. str	647	Arnhold, Karberg & Co	
De Bay	Sept. 1	J. J. Lee	Brit. str	1087	Adamson, Bell & Co	
Don Juan	Sept. 5	J. Marquez	Span. str	654	Brandao & Co	Manila
Duburg	Sept. 4	Schultz	Ger. str	921	Buan Hin & Co	
Emuy	June 30	Rementaria	Span. str	232	Remedios & Co	
Europa	Aug. 30	Schado	Brit. str	1003	Melchers & Co	
Fame	—	Stopani	Brit. str	117	H. & W. Dock Co.	
Fu-yew	Sept. 1	Croad	Chi. str	930	C. M. S. N. Co	
Glenelg	Aug. 16	Speachly	Brit. str	894	Gilman & Co	
Glenlyon	Sept. 4	Mackinlay	Brit. str	—	Jardine, Matheson & Co	London
Hainan	Aug. 31	J. Woone	Brit. str	281	Afong	
Hankow	—	J. Ogston	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	T. T. Benning	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Kiukiang	—	Lefavour	Brit. str	1061	H. C. & M. Steamboat Co	Canton
Kiungchow	—	S. W. Goggin	Brit. str	283	H. C. & M. Steamboat Co	Canton
Kung-pai	Sept. 4	Buchanan	Chi. str	602	C. M. S. N. Co	
Kwangtung	Sept. 1	M. Young	Brit. str	674	Douglas Lapraik & Co	East Coast
Lee-yuen	Aug. 31	Barfoot	Chi. str	734	C. M. S. N. Co	
Lee Yung	June 19	Chun	Aun. str	150	Chinese	
Mongkut	Sept. 1	H. Loff	Brit. str	858	Yuen Fat Hong	Bangkok
Moray	Aug. 31	Duncan	Brit. str	1427	Jardine, Matheson & Co	Calcutta
P. C. Chom Klao	Aug. 22	Lightwood	Brit. str	1011	Chinese	
Powan	—	—	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Rari Maru	April 21	Rose	Brit. str	89	Order	
Saltee	Sept. 3	Aranguren	Fr. str	323	A. R. Marty	
Sea Gull	—	Haylon	Amr. str	48	C. Traders' Insurance Co	
Selembria	Sept. 4	Fowler	Brit. str	1992	Russell & Co	Yokohama
Suez	July 20	G. Ainslie	Brit. str	1390	Russell & Co	Melbourne
Sumatra	Sept. 3	Fairtlough	Brit. str	1406	P. & O. S. N. Co	Bombay
Taiwan	July 30	H. Vooteen	Ger. str	47	Captain	
Tanais	Sept. 1	Vaquier	Fr. str	1750	Messageries Maritimes	Yokohama
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Macao
Sailing Vessels.						
Anna	Aug. 20	Jessen	Ger. bk	447	Wieler & Co	
Anton Gunther	Aug. 6	Steinbrugge	Ger. bk	[illegible]	Melchers & Co	
Bonito	Aug. 28	H. Haase	Ger. bk	527	Wieler & Co	
Chandernagor	June 19	G. Sathge	Ger. bk	683	Chinese	
Chocorua	June 30	J. A. Locke	Amr. sh	1163	Captain	
Else	Aug. 26	Brinckmier	Ger. bk	237	Captain	
Erl Konig	Aug. 20	Nansch	Ger. bk	456	Siemssen & Co	
Formosa	Aug. 8	Quaylo	Brit. sch	331	Siemssen & Co	
Fortuna	Aug. 26	Soderstrom	Siam. bk	447	Chinese	
Goodell	July 18	Hogan	Amr. bk	843	Russell & Co	
Grandee	July 15	Jacobs	Amr. sh	1254	Order	
Greyhound	Aug. 9	Prescott	Brit. bg	231	Gilman & Co	
Hebe	Aug. 21	Dancken	Ger. bk	499	Wieler & Co	
H. Bremer	July 24	Whanes	Ger. sch	343	Captain	
Helene	Aug. 11	Berggren	Swd. sch	199	Turner & Co	
Hong Seng	Aug. 21	Reynols	Siam. bk	816	Chinese	
H. W. Dudley	Sept. 1	Dudley	Amr. bk	1015	Order	
Jacobine	Aug. 20	Christiansen	Ger. bk	468	Ed. Schellhass & Co	
Killeena	Aug. 11	H. Wallace	Brit. bk	795	Meyer & Co	
Louisa	Jan. 2	Schierlach	Ger. sch	245	Captain	
Magic	Aug. 20	White	Brit. sch	214	Order	
Marie	Aug. 20	Ipland	Ger. bk	468	Wieler & Co	
Marie	Aug. 27	Tuschefsky	Ger. bk	430	Captain	
Mathilde	Aug. 21	Tonningsen	Ger. bk	455	Ed. Schellhass & Co	
Myvanwy	Aug. 23	Jas. Vincent	Brit. bkn	162	Turner & Co	
P. S. Rurimann	April 21	Rose	Brit. sch	89	Order	
Robert Dixon	Aug. 23	O. C. Young	Amr. sh	1368	Russell & Co	S. Francisco
S. B. Allen	Aug. 29	Eldredge	Amr. bk	557	Russell & Co	
Siamese Crown	Aug. 21	Jorgensen	Siam. sh	537	Chinese	
Silver Eagle	Aug. 31	Richards	Brit. bk	908	Wieler & Co	
Sountag	Aug. 9	Walds	Amr. bk	1004	Adamson, Bell & Co	
Southern Cross	Aug. 18	Bailey	Amr. sh	1036	Russell & Co	New York
Spartan	July 26	Vincent	Am. sch	85	W. H. Ray	
Starlight	Aug. 26	Moller	Siam. bk	570	Captain	
St. Ideno	Aug. 29	Durand	Frch. bk	388	Carlowitz & Co	
Three Brothers	Sept. 1	H. Kahloke	Brit. bk	366	Chinese	
Twilight	June 8	Warland	Amr. sh	1263	Adamson, Bell & Co	
Velocity	Aug. 27	R. Martin	Brit. bk	490	Pustau & Co	
Wrecker	July 16	Holmes	Am. lorch	55	Blackhead & Co	
Zouave	Aug. 3	R. C. Soper	Amr. sh	1202	P. & O. S. N. Co	
MACAO.						
Kiang-ping	—	Holmes	Chi. str	360	C. M. S. N. Co	Canton
Yot-sai	—	Lefavour	Brit. str	115	H., C. & M. Steamboat Co	Canton
WHAMPOA.						
Citadel	Aug. 28	Morrison	Brit. sch	246	Chinese	
Saturnus	Aug. 19	Schade	Ger. bk	608	Siemssen & Co	
CANTON.						
Atalanta	Sept. 1	H. G. Pfaff	Ger. str	786	Siemssen & Co	
Chinkiang	Sept. 4	S. M. Orr	Brit. str	799	Siemssen & Co	
Fooksang	Sept. 3	Hogg	Brit. str	990	Jardine, Matheson & Co	Shanghai
Hwai-yuen	Sept. 3	Wilson	Chi. str	984	C. M. S. N. Co	
Yehsin	Sept. 9	Deogan	Chi. str	754	C. M. S. N. Co	
Yottung	—	—	Brit. str	286	Chinese	
Alva	May 11	E. de Souza	Port. bk	632	Chinese	
Carl	May 24	Hansen	Siam. bk	535	Captain	
AMOY. In Port on 27th August, 1883.						
Almatia	Aug. 20	Lapham	Am. sch	387	Boyd & Co	
Amoy	Aug. 15	Thetzen	Ger. sch	314	H. A. Petersen & Co	
Anna Dorothea	Aug. 15	J. Jensen	Ger. bk	343	Pasedag & Co	
Confucius	Aug. 5	C. Simpson	Siam. sch	258	Captain	
Daniel	Aug. 15	Vogt	Ger. bk	416	Pasedag & Co	
Ernst	Aug. 15	Hildebrand	Ger. sch	356	Pasedag & Co	
Francisca	Aug. 19	Gontard	Ger. bk	385	Russell & Co	
Frohlich	Aug. 15	Moller	Ger. bg	360	Pasedag & Co	
G. H. Wappaus	Aug. 15	Schroder	Brit. bk	533	Pasedag & Co	
Helene	May 1	—	Ger. bk	250	Boyd & Co	Laid up
Hieronymus	Aug. 19	Ipland	Ger. bk	425	H. A. Petersen & Co	
Lee Yin	Aug. 15	Cathune	Brit. bk	219	Captain	
M. D'tschman	Aug. 23	Spierling	Ger. sch	164	H. A. Petersen & Co	
Oscar Mooyer	Aug. 15	Johannsen	Ger. bk	360	H. A. Petersen & Co	
Perle	Aug. 15	J. Kruse	Brit. bk	400	Pasedag & Co	
Peter	Aug. 24	Moller	Ger. sch	307	H. A. Petersen & Co	
Wagrien	Aug. 25	Dibbern	Ger. sch	179	H. A. Petersen & Co	
FOOCHOW. In Port on 30th August, 1883.						
Mozart	Aug. 25	Storm	Ger. bg	250	Chinese	
SHANGHAI. In Port on 30th August, 1883.						
Argos	Aug. 4	Mitchell	Brit. bg	289	Nils Moller	
Brunette	Aug. 10	Thurnbull	Brit. bk	374	Morris & Co	
Chihaya Maru	Aug. 8	Yamomoto	Jap. bk	441	M. B. Kwaishia	
Chingtah	Aug. 10	Taylor	Chi. bk	472	C. M. S. N. Co	
C'ron Wattana	Aug. 10	Ulrich	Siam. bk	565	Butterfield & Swire	
Diamond	Aug. 8	Inckay	Brit. bk	391	Morris & Co	Nagasaki
Dorothy	Aug. 14	Croad	Brit. bk	310	Drysdale, Ringer & Co	Nagasaki
Earl of Elgin	Aug. 28	Morrison	Brit. bk	979	S. C. Farnham & Co	
Englee	Aug. 29	Gammer	Siam. bk	—	Master	
Gesine Bruns	Aug. 11	Trenbeck	Ger. bk	401	Siemssen & Co	Newchwang
Helene	Aug. 21	Hansen	Brit. bk	565	Nils Moller	
K'masaka Maru	Aug. 27	Elles	Jap. bk	416	M. B. Kwaisha	
Kolga	Oct. 25	Louis Bang	Ger. bk	540	Russell & Co	
Leander	Aug. 2	Hamilton	Brit. sh	848	Adamson, Bell & Co	London
Lucky	Aug. 22	Sequeira	Siam. bk	424	Master	
Mary L. Stone	Aug. 27	Josselyn	Amr. sh	1420	G. & J. Trading Co	
Obed Baxter	June 25	Baxter	Amr. bk	877	Turnbull, Howie & Co	
Siam	Aug. 10	Thomsen	Siam. bk	294	Butterfield & Swire	

Vessel.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
NAGASAKI. In Port on 18th August, 1883.						
Evangeline	Aug. 9	Bell	Brit. sch	—	Holme, Ringer & Co	
H. W. Dudley	Aug. 12	Dudley	Amr. bk	—	Master	
John Potts	Aug. 14	Cargill	Brit. bk	373	Master	
Louise	June 24	Lawrence	Am. sch	280	Holme, Ringer & Co	Yokohama
Stout	Aug. 9	Hennester	Nor. bk	581	Holme, Ringer & Co	Hongkong
Wild Wood	July 20	Sawyer	Amr. bk	1006	C. & J. Trading Co	
YOKOHAMA. In Port on 25th August, 1883.						
Alma	Nov. 18	Tibbay	Am. sch	52	J. D. Carroll & Co	
Antelope	Aug. 17	Peabody	Amr. sh	1250	C. & J. Trading Co	
Black Diamond	Oct. 2	Boyd	Ger. bk	670	P. Bohm	
E. v. Beaulieu	Nov. 20	Oetting	Ger. bk	336	Grosser & Co	
F. Abbey	Aug. 2	Marcy	Amr. bk	1048	R. Isaacs	
J. V. Troop	Aug. 12	Farnsworth	Brit. sh	1291	Cornes & Co	
Galveston	Aug. 14	Stunkel	Ger. bk	619	M. B. M. S. S. Co	S. Francisco
Guam	Aug. 23	Marns	Brit. sch	294	Master	
Hindoo	July 26	Mathiesen	Ger. bk	541	M. B. S. S. Co	
J. E. Graham	Aug. 11	Cochran	Brit. bk	1304	Messageries Maritimes	
Louisa	Aug. 11	Lemoine	Frch. bk	300	P. M. S. S. Co.	
M. Weakleman	Aug. 10	Alberg	Amr. bk	505	M. Hermann & Co	
Minerva	Aug. 11	Dahme	Ger. bk	319	Jardine, Matheson & Co	
Normandy	Aug. 15	E. F. Tukey	Amr. sh	1156	Master	
Pearl	May 28	Howes	Amr. bk	536	Jardine, Matheson & Co	S. Francisco
St. David	July 5	Frost	Amr. sh	1535	J. D. Carroll & Co	
MANILA. In Port on 26th July, 1883.						
Alex. Duthie	June 9		Brit. sh	1159	Smith, Bell & Co	New York
A. & W. C.	July 18		Dut. sh	1436	Ker & Co	Boston
Batavia	July 2		Amr. bk	681	Findlay, Richard & Co	New York
Continental	June 20		Amr. sh	1712	W. F. Stevenson & Co	
Elise	July 13		Ger. sh	1343	Macleod & Co	
Philadelfia	July 1		Aust. bk	830	Macleod & Co	
Skalfield	July 12		Amr. bk	1063	Smith, Bell & Co	New York
G. Johnson	July 22		Amr. bk	1080	Ker & Co	
P'tzenberg	July 3		Ger. bk	553	Martin, Dyce & Co	London
[illegible]	July 20		Brit. bk	656	Holliday, Wise & Co	
J. E. Ridgway	July 13		Amr. sh	1803	W. F. Stevenson & Co	New York
John Nicholson	July 13		Brit. bk	635	W. F. Stevenson & Co	Liverpool
M. Magdalena	June 13		Ger. bk	588	Ker & Co	Channel
Importer	June 29		Amr. sh	1270	Smith, Bell & Co	New York
H. Brockelman	July 7		Ger. bk	512	Baer, Senior & Co	Channel
Motley	July 10		Am. sch	591	Smith, Bell & Co	New York
Pepita	July 12		Span. bk	512	J. Reyes & Co	
CEBU.						
Morning Star	July 10		Brit. sch	280	—	Australia
Sacramento	June 12		Amr. sh	1418	Macleod & Co	United States
Xenia	July 21		Amr. bk	1174	Smith, Bell & Co	New York
ILOILO.						
Amy Turner	June 13		Amr. bk	991	Austen & Co	New York
Ben. F. Hunt	June 20		Amr. bk	1191	Austen & Co	New York
Cimbay	June 4		Brit. sh	1009	Ker & Co	Liverpool
O'brien Queen	May 25		Brit. sh	1300	Austen & Co	S. Francisco
Centennial	July 18		Amr. sh	1336	Luchsinger & Co	New York
Earl Granville	June 1		Brit. sh	1193	Ker & Co	Boston
F. N. Thayer	July 4		Amr. sh	1648	Smith, Bell & Co	New York
Francis B. Fay	July 8		Amr. bk	889	Ker & Co	N.Y. or B'ton
Henrietta	July 4		Amr. sh	1267	Martin, Dyce & Co	N.Y. or B'ton
Pilgrim	June 25		Amr. bk	957	Smith, Bell & Co	Boston
Ringleader	June 26		Amr. bk	1183	Martin, Dyce & Co	United States

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns	H.P.	Captain.	Where at
Albatross	screw sloop	4	840	Com. Hicks	Chefoo
Audacious	double-screw iron frigate	14	4330	Captain R. E. Tracey	Chefoo
Champion	corvette	14	2340	Capt. R. G. S. Pasley	Singapore
Cleopatra	corvette	14	2610	Capt. H. N. Hippisley	Chefoo
Cockchafer	gunboat	4	470	Commander H. W. Hill	Hongkong
Curacoa	corvette	14	2540	Captain Anstruther	Chefoo
Daring	composite sloop	4	920	Com. F. J. J. Elliott	Chefoo
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Commander Gamble	Hongkong
Flying Fish	sloop	4	840	Lieut.-Com. Hoskyn	Korea
Fly	double-screw gun-vessel	4	490	Com. John Hope	Singapore
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	Shanghai
Kestrel	double-screw gun-vessel	4	630	Commander E. Hotham	Shanghai
Linnet	gunboat	5	1050	Com. C. R. Harris	Chefoo
Magpie	surveying vessel	3	600	Com. Hon. F. Vereker	North Borneo
Midge	double-screw gun-vessel	4	470	In reserve	Hongkong
Pegasus	sloop	6	970	Com. Bickford	Chefoo
Sapphire	corvette	12	3360	Capt. J. R. T. Fullerton	Shanghai
Swift	double-screw gun-vessel	5	1010	Commander Collins	Hongkong
Tweed	double-screw gunboat	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Cuming	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lieut.-Com. C. Lindsay	Chefoo
Wivern	turret-ship	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. G. N. A. Pollard	Yokohama

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Name.	Flag.	Guns.	H.P.	Captain.	Where at.
Abreck	Russian gunboat	7	300	Captain Schans	Chefoo
Adonis	French gunboat	5	250	Commander Caillard	Saigon
Alert	American corvette	4	150	Commander L. Kempff	Kobe
Africa	Russian corvette	8	—	Captain Alexieff	—
Aragon	Spanish frigate	—	—	Captain J. R. Higuero	Manila
Cher	French gunboat	—	—	Commander Lafon	Hongkong
D. of Edinburgh	Russian ironclad	18	300	Captain Giers	Shanghai
Ermak	Russian transport	—	80	Captain Koltchau	Vladivostock
Essex	American gun-vessel	6	1200	Capt. McCormack	Yokohama
Gornostai	Russian gunboat	7	80	Commander Stark	Vladivostock
Iltis	German gunboat	8	100	Commander Klausa	Shanghai
Kersaint	French corvette	—	375	Commander Beaumont	Shanghai
La Victorieuse	French frigate	14	750	Captain D. de la Batie	Cruising
Leipzig	German corvette	16	4800	Captain Herbig	Shanghai
Lutin	French gunboat	4	100	Captain Ronvier	Cruising
M'ques del Duero	Spanish gunboat	—	—	Capt. Domingo Caravaca	Manila
Monocacy	American gunboat	6	700	Commander C. S. Cotton	Hiogo
Morge	Russian gunboat	7	80	Commander Tatarinoff	Shanghai
Nerpa	Russian gunboat	7	80	Commander Valrondt	Vladivostock
Palos	American gunboat	6	200	Lieut.-Commander Green	Hongkong
Plastoun	Russian corvette	8	—	Captain Poliansky	Saigon
Richmond	American frigate	14	800	Captain Skerrett	Yokohama
Skobeleff	Russian corvette	—	—	—	Japan
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
St. Petersburg	Russian transport	6	—	Captain Sidensner	Vladivostock
Stosch	German corvette	19	700	Captain von Blobholtz	Shanghai
Tamega	Portuguese gunboat	—	—	Capt. da Costa Cabral	Macao
Tongous	Russian gunboat	—	—	Commander Hook	Vladivostock
Triomphante	French corvette	14	—	Captain Baux	Hongkong
Velasco	Spanish cruiser	—	—	Capt. T. H. Warlota	Manila
Vestnik	Russian cruiser	—	—	Captain Avelan	Vladivostock
Villars	French cruiser	15	600	Captain Dewatre	Hongkong
Volta	French corvette	—	—	Captain Fournier	Foochow
Wolf	German gunboat	4	340	Commander von Raven	Shanghai

CANTON GUNBOAT SQUADRON.

Name.	Flag and Rig.	Guns	Tons	H.P.	Commander.	Station.
An-lan	Viceroy's gunboat	7	250	75		Hongkong
Chee-hing	Revenue cruiser	2	30	20	—	—
Chien-jui	Revenue cruiser	8	80	17	—	Hongkong
Chien-to	Viceroy's gunboat	7	250	75	J. Stewart	Hongkong
Ching-tsing	Viceroy's gunboat	4	180	60	F. Bessard	Hongkong
Chop-sai	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-chong-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hai-king-ching	Viceroy's gunboat	—	—	—	—	Hongkong
Hoi-tung-hung	Viceroy's gunboat	—	—	—	Leung Yiu Ting	Canton
Peng-chao-hai	Revenue cruiser	4	562	125	Chow Shoi	Hongkong
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tie	Canton
San Hang	Viceroy's gunboat	—	—	—	Yang Yung Lin	Hongkong
Tching-on	Viceroy's gunboat	2	120	40	Chinese Admiral	Bogue Forts
Tching-po	Viceroy's gunboat	3	100	40	Ching	Bogue Forts

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